

Appendix H
Section 106 Assessment of Effects for Historic Properties and Section 106
Memorandum of Agreement



Section 106 Assessment of Effects for Historic Properties

November 2015

Southwest LRT Project Technical Report



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Section 106 Assessment of Effects for Historic Properties

Southwest LRT Project Technical Report

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Executive Summary

The Southwest Light Rail Transit (LRT), also known as the METRO Green Line Extension (Project), includes approximately 14.5 miles of new double track that will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in proximity to Edina, in Hennepin County, Minnesota. The proposed alignment includes 16 new light rail stations (including one that is deferred for construction at a later date), one operations and maintenance facility, approximately 2,500 additional park-and-ride spaces, accommodations for passenger drop-off, and bicycle and pedestrian access, as well as new or restructured local bus route connection stations to nearby residential, commercial, and educational destinations. The Southwest LRT Project will operate primarily at-grade, with structures providing grade separation of LRT crossings, roadways, and water bodies at specified locations. For just under one-half mile, it will operate in a shallow LRT tunnel in the Kenilworth Corridor.

The Metropolitan Council (Council) will apply for Federal Transit Administration (FTA) funding for the Project and will seek permits for construction from the United States Army Corps of Engineers; therefore, this project is a federal undertaking and must comply with Section 306108 of the National Historic Preservation Act of 1966, as amended (54 United States Code [U.S.C.] § 306108) (hereinafter referred to as Section 106) and its implementing regulations, 36 Code of Federal Regulations 800 et. seq.; Section 101(b)(4) of the National Environmental Policy Act of 1969, as amended, (42 U.S.C. 4331); and other applicable federal mandates.

The Project will also use funding from the State of Minnesota and political subdivisions of the State and is seeking permits for construction from several state agencies, including Minnesota Department of Transportation, Minnesota Department of Natural Resources, Minnesota Pollution Control Agency, and Minnesota Department of Health. It must also, therefore, comply with Minnesota laws, including the Minnesota Environmental Policy Act of 1973, the Minnesota Field Archaeology Act (Minnesota Statute [MS] 138.31-138.42), the Minnesota Historic Sites Act (MS 138.661-138.669), and the Minnesota Private Cemeteries Act (MS 307.08), as applicable.

This report summarizes the undertaking, describes the Project's Area of Potential Effect (APE), documents efforts to identify historic properties, properties eligible for or included in the National Register of Historic Places, located within the APE, and evaluates the Project's effects on those properties. Based on findings of the effects assessments, the Project will have an adverse effect on five (5) historic properties: the Chicago, Milwaukee, St. Paul & Pacific Railroad Depot; Archaeological Sites 21HE0436 and 21HE0437; the Grand Rounds Historic District; and the Kenilworth Lagoon, which is a contributing element to the Grand Rounds Historic District. Due to the adverse effect the Project will have on these properties, FTA has determined that the undertaking will have an Adverse Effect on historic properties.

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Appendix

Appendix A: List of 60 Percent Plan Sheets Submitted to SHPO

Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
ADC	Advanced Design Consultant
APE	area of potential effect
BRT	bus rapid transit
BNSF	Burlington Northern Santa Fe Railway
CFR	Code of Federal Regulations
CMStP&P	Chicago, Milwaukee, St. Paul & Pacific Railroad
Council	Metropolitan Council
CP	Canadian Pacific Railway
CPP	Construction Protection Plan
CRU	Cultural Resources Unit
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
GRHD	Grand Rounds Historic District
GN	Great Northern Railway
HCRRA	Hennepin County Regional Railroad Authority
KPRHD	Kenwood Parkway Residential Historic District
LOIRHD	Lake of the Isles Residential Historic District
LOD	limits of disturbance
LRT	light rail transit
LRV	light rail vehicle
M&NW	Minneapolis & Northwestern Railroad
M&StL	Minneapolis & St. Louis Railway
MBPC	Minneapolis Board of Park Commissioners
MN&S	Minneapolis, Northfield & Southern Railway
MnDOT	Minnesota Department of Transportation
MnSHPO	Minnesota State Historic Preservation Officer
MOA	Memorandum of Agreement
MPDF	Multiple Property Documentation Form
MPRB	Minneapolis Park and Recreation Board
MS	Minnesota Statute
NEPA	National Environmental Policy Act of 1969, as amended
NHL	National Historic Landmark
NHPA	National Historic Preservation Act of 1966, as amended
NPS	National Park Service
NRHP	National Register of Historic Places

OCS	overhead contact system
OMF	operations and maintenance facility
PA	Programmatic Agreement
Project	proposed Southwest Light Rail Transit/ METRO Green Line Extension
SDEIS	Supplemental Draft Environmental Impact Statement
Section 106	Section 306108 of the NHPA
SHPO	State Historic Preservation Office
SOI	Secretary of the Interior
StPM&M	St. Paul, Minneapolis & Manitoba Railroad
TC&W	Twin Cities & Western Railroad
TPSS	traction power substation
USACE	United States Army Corps of Engineers
U.S.C	United States Code
VMT	vehicle miles traveled
WPA	Works Progress Administration

1 Introduction

The proposed Southwest Light Rail Transit (LRT), also known as the METRO Green Line Extension (Project), includes approximately 14.5 miles of new double track that will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in proximity to Edina, in Hennepin County, Minnesota. The proposed alignment includes 16 new light rail stations (including one that is deferred for construction at a later date), one Operations and Maintenance Facility (OMF), approximately 2,500 additional park-and-ride spaces, accommodations for passenger drop-off, and bicycle and pedestrian access, as well as new or restructured local bus route connection stations to nearby residential, commercial, and educational destinations. The Southwest LRT will operate primarily at-grade, with structures providing grade separation of LRT crossings, roadways, and water bodies at specified locations. For just under one-half mile, it will operate in a shallow LRT tunnel in the Kenilworth Corridor. This report summarizes the undertaking, describes the Project's Area of Potential Effect (APE), documents efforts to identify historic properties, properties eligible for or included in the National Register of Historic Places (NRHP), located within the APE, and evaluates the Project's effects on those properties.

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2 Section 106 Regulatory Context and Methodology

The Metropolitan Council (Council) will apply for Federal Transit Administration (FTA) funding for the Project and will seek permits for construction from the United States Army Corps of Engineers (USACE); therefore, this project is a federal undertaking and must comply with Section 306108 of the National Historic Preservation Act of 1966 (NHPA), as amended (54 United States Code [U.S.C.] § 306108) (hereinafter referred to as Section 106) and its implementing regulations, 36 Code of Federal Regulations (CFR) 800 et. seq.; Section 101(b)(4) of the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. 4331); and other applicable federal mandates.

The Project will also use funding from the State of Minnesota and political subdivisions of the state and is seeking permits for construction from several state agencies, including Minnesota Department of Transportation (MnDOT), Minnesota Department of Natural Resources, Minnesota Pollution Control Agency, and Minnesota Department of Health. It must also, therefore, comply with Minnesota laws, including the Minnesota Environmental Policy Act of 1973 (Minnesota Statute [MS] 116D), the Minnesota Field Archaeology Act (MS 138.31-138.42), the Minnesota Historic Sites Act (MS 138.661-138.669), and the Minnesota Private Cemeteries Act (MS 307.08), as applicable.

Section 106 requires federal agencies to consider the effects of their actions on historic properties before undertaking a project. The USACE has recognized FTA as the lead federal agency for the Section 106 process. Therefore, the FTA is responsible for fulfilling their collective Section 106 responsibilities for the Project.¹

As described in 36 CFR 800, the lead Federal agency establishes the undertaking and, in consultation with the State Historic Preservation Officer (SHPO) in the state in which the project is located, develops the APE, identifies historic properties (properties eligible for or listed in the NRHP) in the APE, makes a determination of the proposed project's effect on historic properties in the APE, and resolves any adverse effects on historic properties in the APE. Regulations contained in 36 CFR 800 further require that the lead federal agency consult with the SHPO, Indian tribes and Tribal Historic Preservation Officers, and other identified parties with a demonstrated interest in historic properties during planning and development of the proposed project. The Advisory Council on Historic Preservation (ACHP) may participate in the consultation or may leave such involvement to the SHPO and other consulting parties. The SHPO, and the ACHP if it chooses to participate in the consultation, are provided an opportunity to comment on the proposed project and its effects on historic properties. If the project will have an adverse effect on historic properties, they will participate in the development of a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) that will include measures the lead federal agency will implement to avoid, minimize, and/or mitigate adverse effects to historic properties, as applicable. Stipulations included in an MOA or PA are legally binding and must be implemented.

The FTA designated the MnDOT Cultural Resources Unit (CRU) to carry out many aspects of the Section 106 review for this project in consultation with the Minnesota SHPO (MnSHPO), including initiating the consultation process, defining the Project's architecture/history and archaeological APEs, identifying and evaluating historic properties, and assessing effects of the Project on historic properties listed in or eligible for inclusion in the NRHP. The FTA will make the final determination of effect and, with assistance from MnDOT CRU and in consultation with the MnSHPO, will resolve adverse effects on historic properties.

2.1 Identification of Historic Properties

Historic properties are those that have been listed in or that have been determined eligible for listing in the NRHP, either individually or as part of a historic district, by applying the NRHP Criteria for Evaluation (36 CFR 60.4) to evaluate a property's historical significance. To qualify for the NRHP, a property must possess significance under one or more of the following criteria:

- A. Is associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Is associated with the lives of persons significant in our past; or

¹ In a letter dated January 15, 2015, the USACE recognized FTA as the Lead Federal Agency pursuant to 36 CFR 800.2(a)(2), to act on its behalf for meeting the requirements of Section 106. The USACE will remain a consulting party during the review process for the Project.

- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

Under the criteria considerations, properties such as cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures moved from their original locations, reconstructed historic buildings, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible unless they are integral parts of historic districts that do meet the criteria, or if they fall under one of the categories below:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or
- D. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance.

If a property is determined to possess historic significance under one of these criteria, its integrity is evaluated using the seven aspects of integrity. The National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (National Parks Service [NPS], 1997) identifies the aspects of integrity, summarized as follows:

- **Location.** The place where the property was constructed or the place where the historic event occurred.
- **Setting.** The physical environment/character of the place where the property played its historical role.
- **Design.** How well the property retains combinations of elements creating its form, plan, space, structure, and style.
- **Materials.** How physical elements were combined at specific time periods and in particular patterns to create the property.
- **Workmanship.** How well a property retains physical evidence of the crafts of a particular time period in history.
- **Feeling.** The combination of the property's physical features that express the historic sense of a particular time period.
- **Association.** The direct link between an important historic event or person and a historic property.

If a property is determined to possess historical significance under one or more criteria, retains sufficient integrity to convey its significance, and meets the above criteria considerations, the property is determined to be eligible for listing in the NRHP.

2.2 Assessment of Effects

The criteria that must be used to assess effects of federal undertakings on historic properties that are listed in or are eligible for listing in the NRHP are set forth 36 CFR 800.5(a)(1):

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably

foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

An adverse effect can occur if any aspect of a historic property's integrity is diminished. Examples of adverse effects are identified in 36 CFR 800.5(a)(2) and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property
- Alteration of a property that is not consistent with the Secretary of the Interior's (SOI's) *Standards for the Treatment of Historic Properties* (36 CFR 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- Neglect of a property that causes its deterioration

It is important to note that an effect on a historic property does not necessarily constitute an adverse effect. For example, project elements may be visible from a historic property without the effect rising to the level of an adverse effect. In this example, factors to consider when assessing whether the visual effect is adverse would include proximity of project components to the historic property, the nature of the element being introduced to the setting, the significance of viewsheds to the historic property, and the overall importance of integrity of setting to the historic property's ability to convey its significance and maintain its eligibility for the NRHP. Direct effects to historic properties, however, are more likely to result in adverse effect determinations, with the notable exception of rehabilitation projects completed in accordance with the SOI's Standards for the Treatment of Historic Properties (36 CFR 68).

2.3 Resolving Adverse Effects

If an adverse effect to one or more historic properties is found, 36 CFR 800.6 requires the agency "to continue consultation to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic resources."

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3 Description of the Project

The Southwest LRT Project is an approximately 14.5-mile line with 16 new stations (including one deferred station); one OMF; approximately 2,500 additional park-and-ride spaces; accommodations for passenger drop-off; and bicycle and pedestrian access; as well as new or restructured local bus route connection stations to nearby residential, commercial, and education destinations. Roadway, streetscape, landscape, pedestrian/bicycle, utilities, and guideway profile improvements are also part of the Project. Exhibit 1 depicts the proposed Southwest LRT alignment, including the locations of major Project elements. A more detailed description of Project elements is included below.

3.1 Light Rail Alignment

The Southwest LRT Project is an approximately 14.5-mile-long double track light rail proposed as an extension of the METRO Green Line (Central Corridor LRT). The line's southwestern terminus will be the SouthWest Station in Eden Prairie, with a station at-grade within SouthWest Transit's existing SouthWest Transit Center. The alignment will begin an ascent from the station onto a new bridge that will first run parallel to Prairie Center Drive and then cross over Technology Drive and Prairie Center Drive. The alignment will remain at-grade and then cross over I-494 on a new bridge, parallel to and west of the existing Flying Cloud Drive bridge over I-494. After crossing I-494, the alignment will continue northeast on the north side of Flying Cloud Drive and cross Valley View Road and a Highway 212 off-ramp and on-ramp, on a new bridge. After passing existing development between Highway 212 and Flying Cloud Drive, the alignment will cross Nine Mile Creek and Flying Cloud Drive on a new bridge.

Upon leaving the Golden Triangle Station, the alignment will be grade separated on a bridge crossing Flying Cloud Drive, Shady Oak Road, and Highway 212. The bridge will slowly drop to grade on the western side of the Shady Oak Road off-ramp from Highway 212 North. The bridge will continue to follow Highway 212 to Highway 62 at-grade, where it will turn west to the City West Station, which is at-grade along West 62nd Street.

Leaving City West Station, the light rail alignment will continue north through a cut-and-cover tunnel under Highway 62. The tunnel will end at the intersection of Red Circle Drive and Yellow Circle Drive, where the alignment will continue north at-grade. The alignment will turn northwest and cross under Feltl Road and Smetana Road within a grade-separated crossing. The alignment will head directly north between undeveloped land and existing housing developments, located on an approximately 3,000-foot-long new bridge crossing wetlands and an existing freight rail alignment. After crossing the freight rail alignment, the LRT alignment will descend to grade, with connections to the OMF, which will be located immediately east of the alignment.

In Hopkins, a light rail bridge over Excelsior Boulevard will be constructed to allow for the LRT alignment to be located south of the Canadian Pacific (CP) Bass Lake Spur freight tracks (i.e., the freight rail tracks will be located north of the light rail tracks and the Cedar Lake LRT Regional Trail located north of the freight rail tracks).

In St. Louis Park, the light rail alignment will follow the Cedar Lake LRT Regional Trail and CP Bass Lake Spur for several miles at-grade, crossing Minnehaha Creek, Louisiana Avenue South, Xenwood Avenue South, and Highway 100 on new LRT bridges. To reach the Louisiana Station, the alignment will curve slightly to the south, closer to Oxford Street and off the existing embankment. Immediately east of the station, the alignment will continue east, under the new freight rail Southerly Connector, and back up onto the existing embankment.

Leaving West Lake Station, the alignment will travel under West Lake Street, then begin a grade-separated descent into a shallow cut-and-cover tunnel. For just under one-half mile, the alignment will be located in this shallow tunnel, from approximately 400 feet north of West Lake Station, and will return to grade approximately 500 feet south of the Kenilworth Lagoon. The alignment will continue north at-grade and cross the Kenilworth Lagoon on a new LRT bridge, until it reaches the at-grade 21st Street Station. Continuing north of the Penn Station at-grade, the alignment will cross under I-394, diverging slightly northwest from the trail alignment to run parallel to and east of existing Burlington Northern Santa Fe Railway (BNSF) Wayzata Subdivision freight rail tracks. The alignment will continue over a new LRT bridge for approximately 900 feet, crossing over the BNSF Wayzata Subdivision and then cross the intersection of Royalston Avenue North and Holden Street at-grade. After Royalston Station, the LRT alignment will extend north and then east, crossing over North 5th Avenue and North 7th Avenue on a new LRT bridge that will be generally located parallel to and south of North 5th Avenue. The LRT bridge will join the existing METRO Green Line light rail alignment immediately west of the existing Target Field Station.

EXHIBIT 1

Project Alignment, Stations, and Park-and-Ride Lots



3.2 Light Rail Stations and Park-and-Ride Lots

The proposed light rail alignment from Eden Prairie to Target Field Station will have 16 new stations (including the Eden Prairie Town Center Station that is deferred for construction at a later date). The west terminus will include an LRT station at the existing SouthWest Transit Center and will extend to the east terminus of the LRT alignment, connecting to the existing METRO Green Line immediately west of the existing Target Field Station, which was previously evaluated as the Intermodal Station during the Interchange Project. Major elements that will be incorporated onto the platforms include shelters, lighting, furniture, and fencing and railing. All stations will include accessible connections to local street networks and sidewalks. There will be 14 center stations and one split station (SouthWest). The configuration of the Eden Prairie Town Center Station is not yet known because its construction has been deferred.

The Project includes nine park-and-ride lots. Many stations will include physical bus improvements. Table 1 describes the location of each station and associated park-and-ride or passenger drop-off facilities. Exhibit 1 provides an illustration of the LRT alignment, including the locations of stations and park-and-ride lots described in this section.

TABLE 1
Light Rail Stations and Park-and-Ride Lots

Stations by City	Location	Park-and-Ride Lots
Eden Prairie		
SouthWest	West of existing SouthWest Transit Center	450 parking spaces; three-level structured parking located immediately west of SouthWest Station, sharing vehicular connections with the existing SouthWest park-and-ride lot
Eden Prairie Town Center ^a	South of Technology Drive and north of Singletree Lane	None
Golden Triangle	North of West 70th Street and east of Hwy 212	200 spaces; surface lot east of the station platform on existing parking lots; a portion of the lot is to be leased
City West	Adjacent to the Optum Corporate Headquarters, west of Hwy 212 and south of Hwy 62 at West 62nd St	160 spaces; surface park-and-ride lot south of the station platform
Minnetonka		
Opus	South of Bren Road West and east of Bren Road E.	80 spaces; surface park-and-ride lot on property to be leased east of the platform; all of the lot is to be leased
Hopkins		
Shady Oak	South of Excelsior Boulevard and east of Shady Oak Road	700 spaces; surface park-and-ride extending from Excelsior Boulevard to K-tel Drive / 5th Street South
Downtown Hopkins	East of 8th Avenue South, south of Excelsior Boulevard and west of 5th Avenue South	190 spaces; structured parking north of Excelsior Boulevard
Blake	West of Blake Road North at Excelsior Boulevard	89 spaces; surface park-and-ride south of the platform
St. Louis Park		
Louisiana	East of Louisiana Avenue South, north of Oxford Street	350 spaces; surface lot
Wooddale	East of Wooddale Avenue South	None
Beltline	East of Beltline South	268 spaces; surface lot
Minneapolis		
West Lake	South of West Lake Street on Cedar Lake Trail	None
21st Street	21st Street on Cedar Lake Trail	None
Penn	South of I-394 / Penn Avenue South interchange	None
Van White	Van White Memorial Boulevard adjacent to North Cedar Lake Trail	None
Royalston	Royalston Avenue North, south of North 5th Avenue	None

^a The Eden Prairie Town Center Station has been deferred for construction and is not expected to be in place when the Project opens in 2020.

Source: Appendix A

The Project will include an OMF within the southwestern portion of Hopkins along the border with Minnetonka. The OMF will be located approximately 1,000 feet south of the proposed Shady Oak Station, on an approximately 15-acre site roughly bounded by the CP's Bass Lake Spur to the south, 5th Street South / K-Tel Drive to the north, 15th Avenue South on the east, and the LRT mainline to the west. When the OMF is constructed, 16th Avenue South will be permanently vacated between Fifth and Sixth Streets South, and a cul-de-sac will be constructed on Sixth Street South, south of Sixth Street. A new street (5½ Street) will be constructed between Fifth Street and Sixth Street. The partial acquisition of the parcel at 510 15th Avenue South will eliminate one access point to the property on 16th Avenue South, and this will be replaced from the new 5½ Street South. The parcel will continue to have one access on Sixth Street South and one access on 15th Avenue South.

The current land use is an industrial park with an existing 223,000-square-foot building; there is a small wetland immediately adjacent to the location. The OMF building will be a two-story concrete and steel frame structure with a total area of 162,356 square feet. The main building will be finished with precast concrete, glazing, polycarbonate board, and metal panels. The site will include a network of light rail switching track, an approximately 110-space surface parking lot for employees and visitors, storage and maintenance of nonrevenue vehicles, and office space for employees. The light rail vehicle (LRV) storage barn will include five storage bays (with six vehicles per bay) to accommodate a total of 30 vehicles. The storage barn will be designed to accommodate future expansion, which includes a sixth storage bay on the west side of the facility to accommodate a total of 36 vehicles (adequate land exists for the expansion). In general, light maintenance activities and the storage of vehicles not in service will occur within enclosed structures, although some maintenance activities, including moving vehicles between functional areas within the OMF, will occur outside of buildings. The proposed OMF site will be in operation 24 hours a day, 365 days a year.

3.3 Traction Power Substations, Signal Bungalows, and Signaling and Warning Systems

The Project will require facilities to provide signaling and power to the light rail alignment and LRVs, including 20 traction power substations (TPSS) and 10 signal bungalows. Table 2 identifies TPSS and signal bungalow locations along the alignment, and Exhibit 2 depicts a typical co-located TPSS and signal bungalow.

TPSS are electrical substations to convert electric power from the form provided by the electrical power industry for public utility service to an appropriate voltage, current type, and frequency to supply light rail with traction current. They provide power for the LRVs through the overhead wire system. Spacing of less than 5,000 feet is preferred between TPSS locations. The TPSSs are typically 15 feet by 40 feet and prefabricated. They will be located on parcels approximately 80 feet by 120 feet in size, completely enclosed with perimeter fencing. These facilities will be sited in fully developed areas, including surface parking lots, existing roadway right-of-way, and vacant parcels where feasible. TPSS locations may change several feet during engineering but are selected to minimize impacts to residential areas and other sensitive receptors.

Signal bungalows are small prefabricated sheds, typically 10 feet by 30 feet in size, that house equipment to operate and monitor the signals that regulate train movement on the alignment. As such, they are typically placed near special trackwork.

Active devices, such as traffic signals, railroad-type flashers, and bells, are proposed to control traffic at locations where the light rail alignment will cross public streets. In some locations there will be small, prefabricated metal relay houses to house the control equipment. The overhead wire system will be supported by messenger or catenary wires, set in tension and strung between support structures.

EXHIBIT 2

Example of Co-located Traction Power Substation (larger building) and Signal Bungalow (smaller building)



Source: Council

TABLE 2

Traction Power Substation and Signal Bungalow Locations

LRT Facilities	Location
Traction Power Substation	At north end of SouthWest Station
	At west end of Proposed Eden Prairie Town Center
	At west end of Valley View Road Bridge
	At south end of Nine Mile Creek Bridge
	At south end of Shady Oak Road Bridge
	At south end of City West Station
	At north end of opus Station
	At intersection of Smetana Road and Feltl Road
	Within the OMF
	At west end of Shady Oak Station on Cedar Lake LRT Regional Trail
	At east end of Downtown Hopkins Station
	On east end of Excelsior Boulevard Bridge
	1,500 feet east of Blake Station
	At east end of Louisiana Station
	East of Highway 100 overpass
	East of Cedar Lake Trail Bridge
	At north end of Kenilworth Trail
	Midpoint between 21st Street and Penn Station
	East of alignment and Highway 394
	Near I-94
Signal Bungalow	At SouthWest Station
	At west end of Valley View Road Bridge
	At proposed W 70th St extension on Golden Triangle Station
	At north end of Opus Station
	At north end of Minnetonka/Hopkins Bridge
	North of proposed OMF
	At west end of Shady Oak Station on Cedar Lake LRT Regional Trail
	800 feet west of Wooddale Station
	At north end of Beltline Station
	East of the alignment and Highway 394, midway between Penn Station and Van White Station

Source: Appendix A

3.4 Light Rail Vehicles

The LRVs will be similar to those in use on the existing METRO Green Line (Exhibit 3), which are Siemens S70 LRVs. The LRVs will be designed to operate independently or as a multiple-unit train of up to three vehicles. A pantograph located on the roof of the LRV will collect power from the overhead catenary wires. Each car will be equipped with level boarding for Americans with Disability Act (ADA) accessibility and will be able to accommodate bicycles. LRV speeds will generally range from approximately 20 to 65 miles per hour, except for entry and exit from station areas and inside the OMF.

EXHIBIT 3

Light Rail Vehicle Example



Source: Council

3.5 Roadway Improvements

The Project will result in long-term physical modifications to existing roadways and intersections that will affect local circulation patterns. These changes to roadways will accommodate the introduction of the LRT alignment and related facilities and increase roadway capacity to respond to anticipated demands on roadways (e.g., in response to demand at a new park-and-ride lot).² Roadway improvements range from turn lane additions and reconfiguration of lane widths to new roadways, modifications to existing roadway alignments, and reconstruction and reconstruction of bridges.

3.6 Bicycle and Pedestrian Improvements

The Project includes a variety of bicycle and pedestrian improvements to provide safe bicycle and pedestrian crossings of the proposed LRT alignment, to accommodate the proposed LRT and roadway improvements, and/or to provide bicycle and pedestrian connections to the proposed LRT stations. These improvements will affect several trails and sidewalks within the vicinity of the Project and include, but are not limited to, construction of ADA-compliant curb ramps and detectable warnings, relocations of regional and local trails, and new grade-separated trail crossings.

3.7 Freight Rail Modifications

Freight rail service will continue to operate in its existing location in the Bass Lake Spur and Kenilworth Corridor with the following general areas of freight rail modifications in St. Louis Park and Minneapolis.

3.7.1 Bass Lake Spur

Beginning east of Excelsior Boulevard, and extending to east of Beltline Boulevard, the existing freight rail tracks (i.e., the Bass Lake Spur, owned by CP) will be shifted north approximately 45 feet, allowing the light rail alignment to be located south of the freight rail tracks thereby providing better station connections to local activity centers.³ At the

² The Project includes intersection modifications, new traffic signals, changes to existing traffic signals, and other traffic management techniques at intersections and at-grade light rail crossings of roadways within the roadways and traffic study area, so that the Project will not cause an unacceptable level of congestion, or worsen traffic operations at intersection that already experience an unacceptable level congestion compared to the 2040 No Build Alternative. Congestion is defined in terms of level of service (LOS). The Project will: 1) generally provide intersection operations of LOS D or better; or, 2) when the 2040 No Build Alternative LOS would be E or F, provides intersection operations that will be the same as or better than the No Build Alternative.

³ The existing freight rail tracks are on an existing right-of-way owned by CP. In general, the tracks will be relocated approximately 45 feet north onto a right-of-way currently owned by Hennepin County Regional Railroad Authority (HCRRRA). The proposed light rail alignment will be on what is now the CP-owned right-of-way. To accommodate these proposed improvements, Council intends to purchase the CP-owned right-of-way for use by the Project and agreements would be developed for continuing operations for freight rail and light rail. The nature of the agreements has not been determined.

crossing of Highway 100, the freight bridge will be relocated from the southern portion of the corridor to the north of the planned LRT bridge to match with the overall freight rail shift.

The existing Skunk Hollow Wye connects the Bass Lake Spur and the Minneapolis, Northfield, & Southern Railway (MN&S) Spur, both of which are owned by CP. A portion of the northern leg of the wye, located between the Bass Lake Spur and Oxford Street, will be removed and replaced with the new Southerly Connector that will cross over the proposed light rail alignment on a bridge. This freight rail modification will allow freight trains traveling on the Bass Lake Spur tracks to continue to access the MN&S Spur tracks.⁴

3.7.2 Kenilworth Corridor

The adjustments that will be made to the existing railroad track alignment where Twin Cities & Western Railroad (TC&W) currently operates, which is generally within the Kenilworth Corridor, include the following:

- Minor adjustments to and reconstruction of the freight tracks between Beltline Boulevard and Cedar Lake Parkway
- Existing freight tracks moved approximately 40 feet north between Cedar Lake Parkway and the Burnham Road overpass
- Reconstruction of existing freight rail and trail bridges at the Kenilworth Lagoon Crossing
- Construction of new LRT bridge at the Kenilworth Lagoon Crossing

3.7.3 Wayzata Subdivision

West of the I-94 bridge and east of Royalston Avenue, an approximately 3,560-foot section of the BNSF mainline will shift up to 11 feet north to accommodate the LRT alignment.

3.8 Construction Activities

Construction activities will occur along the entirety of the Project alignment and are expected to span approximately three years. The main construction activities include startup and staging activities, civil construction, systems build, and OMF construction. The civil construction will be performed in segments including the construction of the tunnel in the Kenilworth Corridor, Kenilworth Channel bridges, and the TC&W rail co-location, and activities will include general demolition and removal of buildings, bridges, and pavement; clearing vegetation and waste; grading and fill operations; updates to public and private utilities; construction of tunnels and retaining walls; construction of stations and station elements; and construction of track and overhead contact system (OCS) and substations. Construction of the Project will require a linear construction approach that will be sequenced into multiple segments. Each of the segments will have defined contractual durations and completion milestones that support the overall project schedule. The segments may also include independent milestones related to specific activity completions requested by businesses and stakeholders. Safety and security measures such as fencing and signage will be installed to protect the public from construction activities.

3.8.1 Traffic

Traffic will be affected during construction, causing temporary delays and affecting access to certain properties. A Construction Mitigation Plan developed for the Project will address these impacts.

3.8.2 Staging

Staging will be further evaluated and updated as the construction process and phasing is further defined during Engineering. Staging areas will be required to store materials, equipment, and to provide laydown areas during construction.

The following factors have been and will be considered for the identification and design of staging areas:

- Security of the staging area
- Ease of material and equipment delivery/storage

⁴ Removal of a portion of the northern leg of the Skunk Hollow wye will be required to accommodate the placement of the light rail alignment south of the freight rail alignment on the existing northern leg of the wye. The southern leg of the Skunk Hollow switching wye will remain in place, providing the continuation of freight rail service to the Robert B. Hill Company salt facility at the west end of the switching wye.

- Dual-use staging areas
- Opportunity for contractor labor parking
- Proper drainage
- Availability of power source
- Determination of several areas that will allow for rail welding operations and storage
- Limited impacts to existing trees/vegetation, residents, roads, and businesses

Areas where construction staging could occur within property under control of the Council, as well as other publicly owned properties, will be analyzed during advanced Engineering to accommodate additional potential staging areas.

3.9 Transit Operations

The Project includes a number of changes to existing transit operations in the Corridor, including the operations of the new LRT extension and changes to the operations of the existing and planned bus systems of Metro Transit and SouthWest Transit. The service plans will be revised prior to opening in 2020, and will be a result of a service planning process that complies with the Council's and SouthWest Transit's service planning policies, with federal requirements (e.g., Title VI), and a variety of external factors (e.g., transit demand, funding availability, public and agency comment).

3.9.1 Light Rail Operations

The Project will have the effect of increasing both the average weekday light rail vehicle miles traveled (VMT) and revenue hours in the region, relative to the present (average weekday, 2040). LRT operating hours and headways⁵ will be as follows:

- Early morning hours (12:15 a.m. to 2:00 a.m.): 60-minute headways
- Morning hours (4:00 a.m. to 5:30 a.m.): 30-minute headways
- Pre-peak morning operating hours (5:30 a.m. to 6:30 a.m.) 15-minute headways
- AM peak operating hours (6:30 a.m. to 8:30 a.m.): 10-minute headways
- Mid-day operating hours (8:30 a.m. to 3:30 p.m.) 10-minute headways
- PM peak operating hours (3:30 p.m. to 6:00 p.m.): 10-minute headways
- Post PM peak operating hours (6:00 p.m. to 9:00 p.m.): 10-minute headways
- Evening hours (9:00 p.m. to 10:15 p.m.): 20-minute headways
- Late evening hours (10:15 p.m. to 12:15 a.m.): 30-minute headways

3.9.2 Bus Operations

The Council, Metro Transit, and SouthWest Transit developed a 2040 bus operations plan associated with the Project to increase service, resulting in additional VMT and revenue hours. Table 3 describes this bus operations service plan.

TABLE 3
SWLRT Project Corridor Bus Operations Service Plan (Weekday, Saturday, Sunday – 2040)

Average Adjusted Totals	Bus Network	Change from No Build Alternative
Bus Network Vehicle Miles Traveled	60,697 miles	13%
Bus Network Revenue Hours	2,716 hours	9%
Bus Place-Miles ^a	2,549,274	13%

^a Place-miles = transit vehicle capacity (seated and standing) for each vehicle type multiplied by VMT for each vehicle type.

Source: Table 6-4: Light Rail and Bus Network Operating Characteristics of the No Build (2040), Southwest Light Rail Transit Final EIS Travel Demand Methodology & Forecast Memorandum, August 2015.

⁵ Headways are the average time between transit vehicles operating in the same direction by a common point over a given period of time (e.g., four inbound light rail trains passing by a station within one hour would result in a 15-minute headway).

4 Areas of Potential Effect

An Area of Potential Effect (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. An APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking” (36 CFR 800.16[d]). An APE must account for both direct and indirect effects, including permanent and temporary effects.

The Project has two APEs, one for architecture/history properties and one for archaeological properties, both of which are described below. The rationale for the architecture/history and archaeological APEs can be found in *Southwest Transitway: A Research Design for Cultural Resources* (Hess, Roise and Company, et al., 2010) and *Southwest Light Rail Transit Project Research Design for Cultural Resources: Supplement Number 1* (MnDOT CRU, 2014). The APE parameters were developed by MnDOT CRU on behalf of FTA and in consultation with MnSHPO, and MnSHPO has concurred with the APE parameters. As project design advanced, MnDOT CRU on behalf of FTA, and in consultation with MnSHPO, reevaluated and revised the architecture/history and archaeological APEs to account for potential effects to historic properties and MnSHPO has concurred with the APE revisions.

4.1 Architecture/History APE

The APE for architecture/history properties must account for physical, auditory, atmospheric, visual, and change-in-use effects to historic properties. The Southwest LRT Project has the potential for both direct and indirect effects to architecture/history properties. The following is a description of the architecture/history APE, which is illustrated on Exhibits 4 and 5.

A. Light Rail Alignment

The architecture/history APE includes 300 feet on either side of the centerline of the proposed light rail alignment. Exceptions where the APE was expanded along the alignment include:

- Along some portions of the light rail alignment, the 300-foot architecture/history APE was extended to take into account visual effects. For example, if the 300-foot area comprises open space, and a row of buildings is located adjacent to the open space, these buildings were included in the APE.
- The architecture/history APE was extended to account for potential visual and viewshed effects from the new bridge over the Twin Cities & Western Railroad and Excelsior Boulevard in Hopkins. Over the length of the proposed bridge, the APE was extended to include the properties adjacent to the large open space to the north and to cover the extent of viewsheds to the south.
- The architecture/history APE was extended to account for potential visual and noise effects from the new bridges across the Kenilworth Lagoon from vantage points within the Grand Rounds Historic District (GRHD). Where the proposed light rail alignment crosses the Kenilworth Lagoon, the architecture/history APE was extended to include the entirety of the lagoon and adjacent portions of the two connecting lakes, all of which are contributing elements to the GRHD.

B. Light Rail Stations / Park-and-Ride Lots and OMF

The architecture/history APE includes all areas within a one-quarter-mile radius from the center of the proposed light rail stations and the proposed OMF. At one light rail station, the architecture/history APE was expanded to include the entirety of a historic property as detailed below:

- The one-quarter-mile radius around Penn Station includes a portion of the Kenwood Parkway Residential Historic District. The architecture/history APE was extended beyond the one-quarter-mile radius to include the remainder of the Kenwood Parkway Historic District, which allows consideration of any potential effects throughout the Historic District along the parkway, such as parking and traffic effects.

The proposed light rail alignment will connect to the existing Target Field Station (formerly known and referenced in the cited documentation as the Intermodal Station). The architecture/history APE for the Intermodal Station within the Interchange Project (Hess, Roise and Company, 2011; SHPO Review and Compliance Number HE-2011-9H) was set to account for potential cumulative effects of all light rail projects that were to use the station. The Interchange Project APE, which extended more than a quarter-mile from the station center point in some areas, encompassed most of the quarter-mile radius of the Southwest LRT APE; however, the Southwest LRT APE was extended at this station to account for Project additions beyond the one-quarter mile APE and outside of the Interchange APE.

Architecture/History APE: Eden Prairie, Minnetonka, and Hopkins

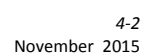
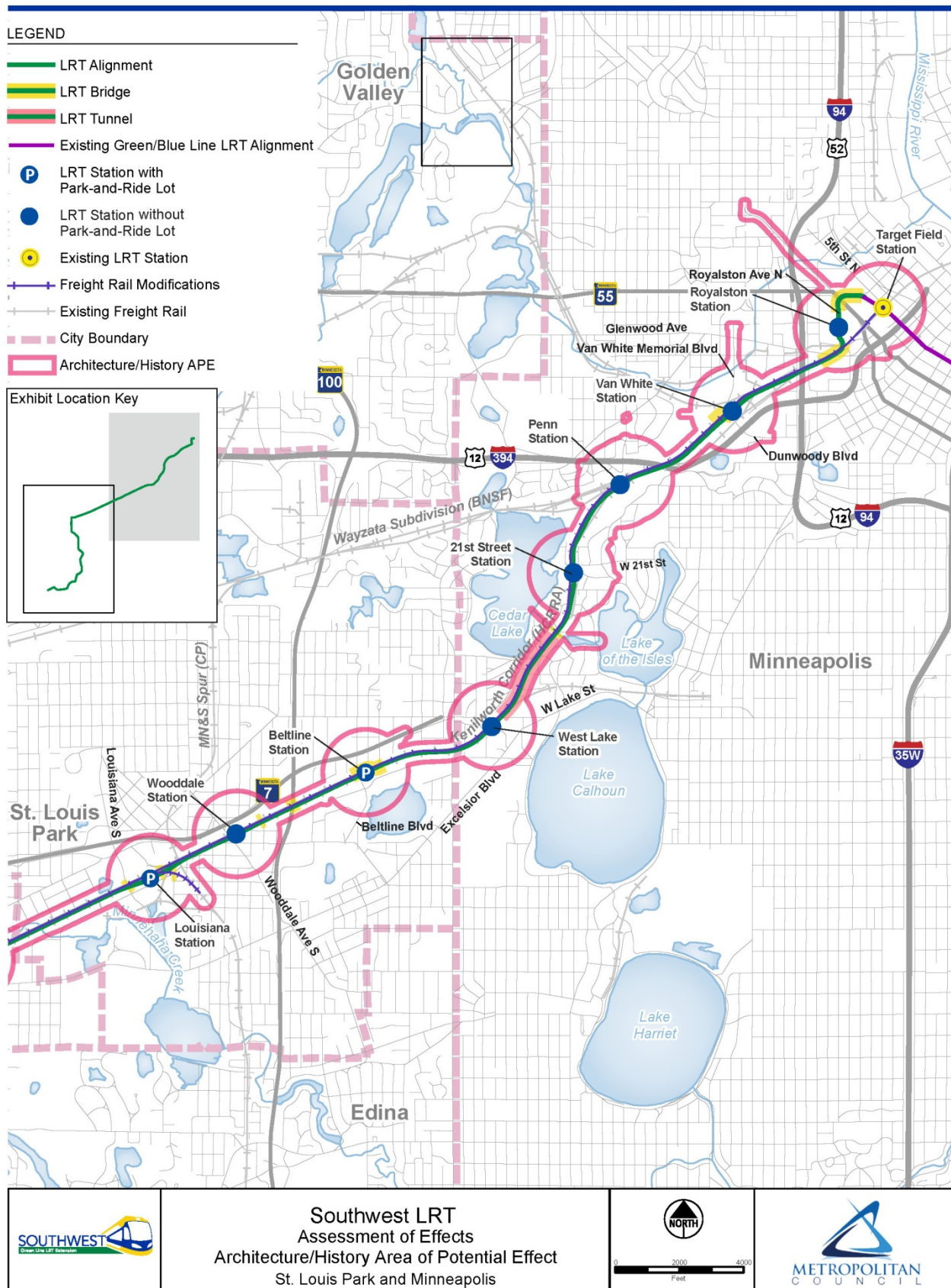


EXHIBIT 5

Architecture/History APE: St. Louis Park and Minneapolis



Minor shifts and additions of Project elements have resulted in the addition of areas around these adjustments to the APE in accordance with the APE parameters, along with the retention of all areas already included in the Project's APEs. These areas were retained to provide some flexibility for accommodating evolving design details as Project engineering advances, thereby avoiding the need for additional future APE revisions.

C. Other Civil Improvements

The architecture/history APE includes parcels adjacent to the construction limits of roadway and trail improvements to address visual and other indirect effects associated with the improvements. Exceptions to this include the following:

- For modifications to existing collector (local) roadways, the architecture/history APE includes all property within 125 feet from the perimeter of the Project's limits of disturbance (LOD)⁶ to account for potential minor visual, noise, and vibrations effects.
- For modifications to existing major arterial streets, the architecture/history APE includes all property within 150 feet from the perimeter of the construction limits/LOD to account for potential changes in traffic and noise and vibrations effects.
- For modifications to existing highways (limited access), the architecture/history APE includes all property within 300 feet from the perimeter of the construction limits/LOD to account for potential changes in traffic and noise and vibrations effects.
- For pedestrian ramps, the architecture/history APE includes all property within 50 feet from the perimeter of the construction limits/LOD to account for potential minor visual effects and noise/vibrations during construction.
- For sidewalks and trail improvements (no above grade elements other than curbs and medians), the architecture/history APE includes all property within 100 feet from the perimeter of the construction limits/LOD to account for potential minor visual effects and noise/vibrations during construction.
- For pedestrian enhancements that include above grade elements (e.g., lighting, trees, signage, etc.), the architecture/history APE includes all property within 125 feet from the perimeter of the construction limits/LOD to account for potential minor visual effects and noise/vibrations during construction.

D. Borrow/Fill and Wetland Mitigation Sites

For sites providing borrow/fill material for the Project and floodplain, stormwater, wetland mitigation areas, the architecture/history APE generally includes all property within 125 feet from the perimeter of the construction limits/LOD to account for vibrations during construction and potential permanent visual effects.

4.2 Archaeological APE

The APE for archaeology includes areas of proposed construction activities or other potential ground-disturbing activities associated with construction. Based on the Project's Preliminary Engineering Plans, the Archaeological APE extends 100 feet on either side of the margins of the LRT track area for the Phase Ia archaeological assessments (ARS and HDR, 2010; SWCA, 2012a; and 106 Group, 2014a). During the initial Phase I archaeological survey, the area examined included 150 feet on either side of the LRT alignment (SWCA, 2012b). The archaeological APE for the stations and park-and-ride lots includes areas within 500 feet of the center point of the new light rail station areas to account for potential direct effects from construction or development activities. Similarly, the Archaeological APE for the proposed OMF includes areas within 500 feet of the proposed limits of disturbance. For project components that extend beyond these limits, the archaeological APE has been adjusted in accordance with the research design to include the construction LOD. These project components include the potential for station development extending more than 500 feet from the station center point; roadway, bicycle, and pedestrian improvements; and borrow, fill, and wetland mitigation areas (MnDOT CRU, 2014). The Archaeological APE is illustrated on Exhibits 6 and 7.

⁶ The Project's LOD represents the extent within which the Project would result in ground-disturbing activities (e.g., excavation, landscaping, removal, or addition of a structure). The LOD is depicted in the Preliminary Engineering Plans in Appendix A.

EXHIBIT 6

Archaeological APE: Eden Prairie, Minnetonka, and Hopkins

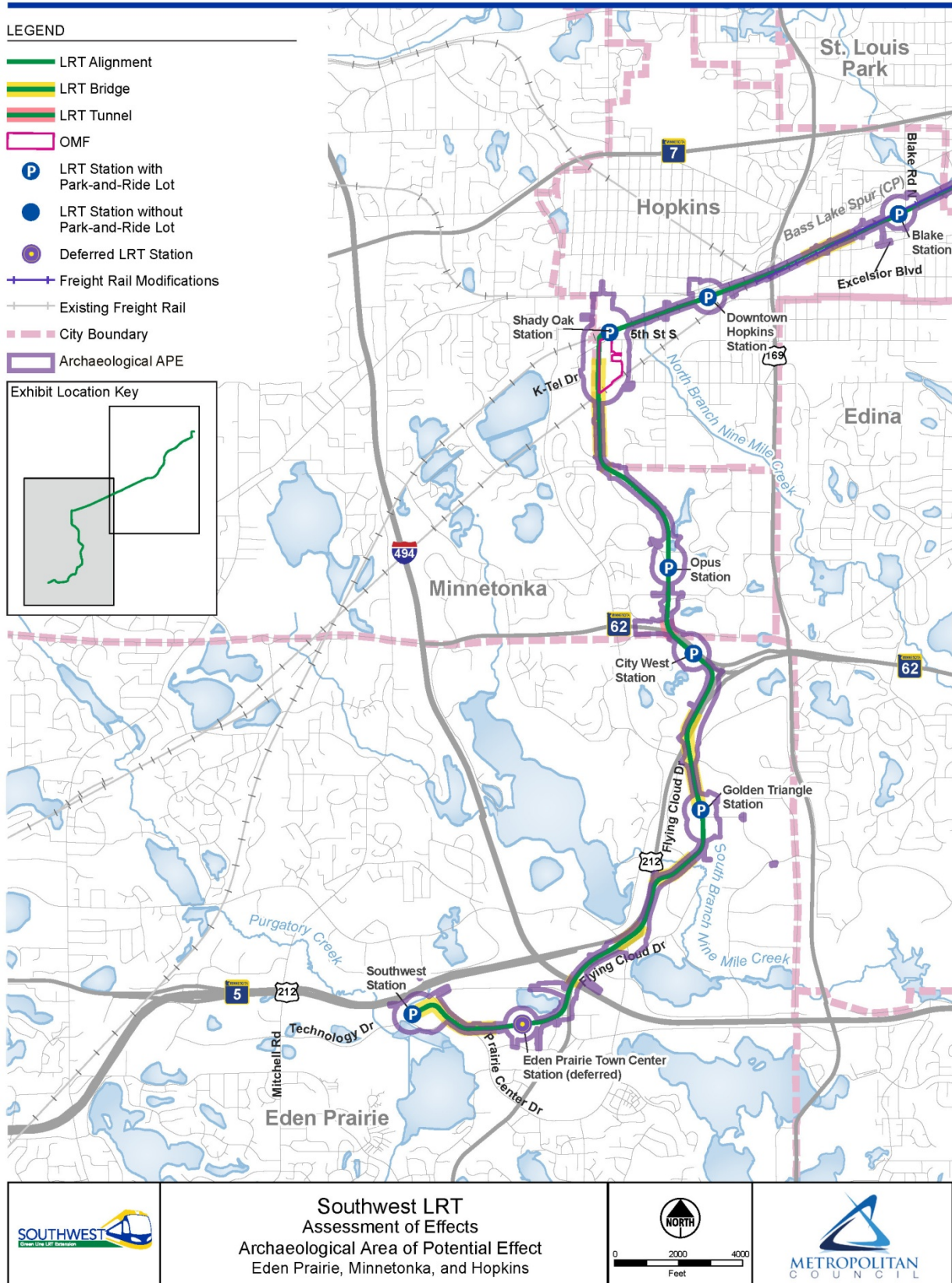
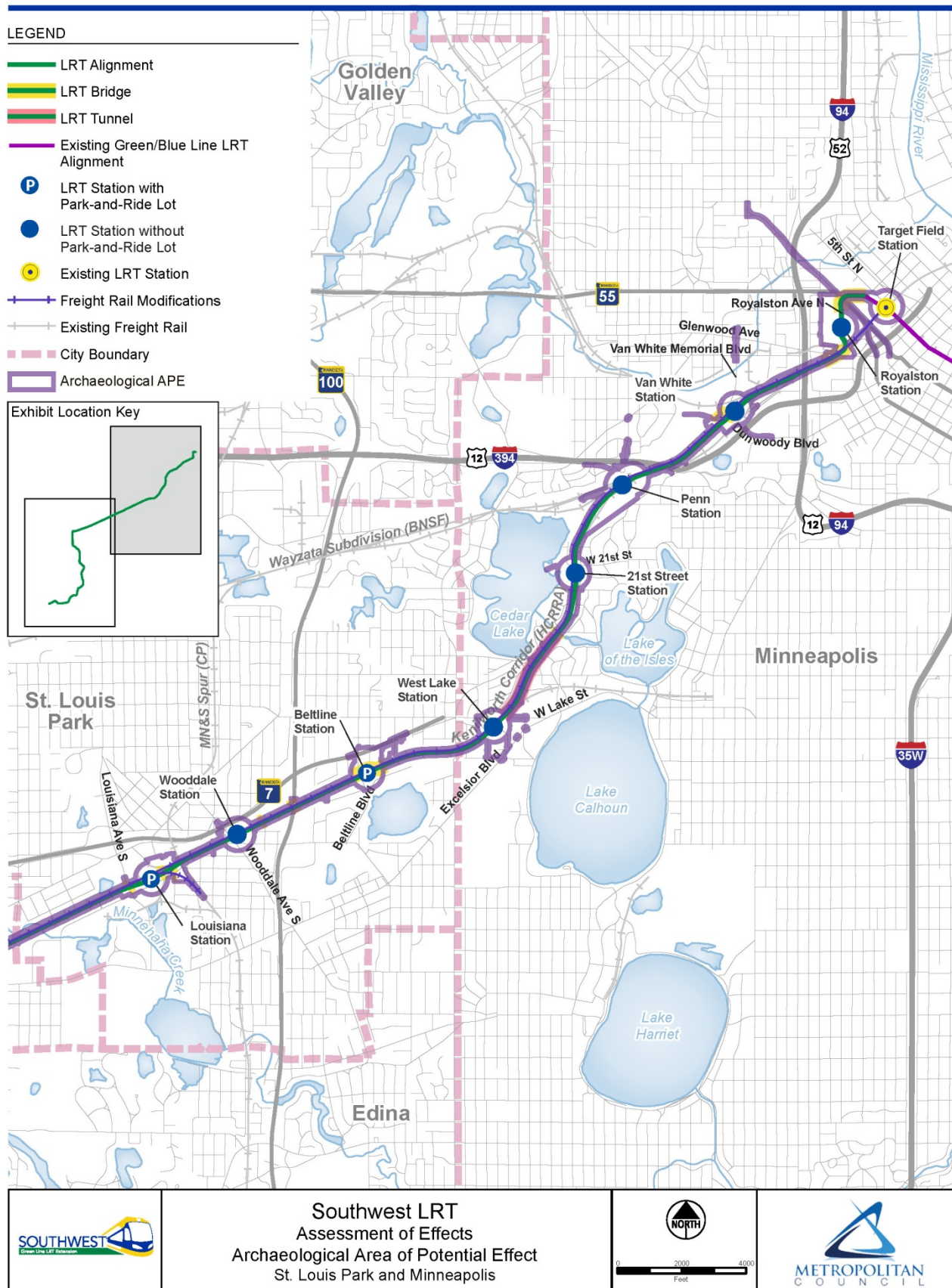


EXHIBIT 7

Archaeological APE: St. Louis Park and Minneapolis



5 Summary of Historic Properties within the Southwest LRT APEs

Section 106 gives equal consideration to historic properties listed in or eligible for inclusion in the NRHP. Therefore, historic property surveys were undertaken to identify and evaluate historic properties listed in or eligible for inclusion in the NRHP within the Project's architecture/history and archaeological APEs. This effort included documenting previously identified or evaluated properties, as well as conducting field investigations to document any previously unidentified properties more than 50 years of age within the Project's APEs. To encompass the environmental review period and construction process, all properties that were constructed in 1966 or earlier within the Project's APEs were surveyed and evaluated.

5.1 Surveys/Investigations Completed for the Project

To identify historic properties within the Project's architecture/history and archaeological APEs, nine architecture/history and nine archaeological investigations were completed since 2010. Table 4 lists by subject matter the reports documenting efforts to identify historic properties within the Project's APEs in chronological order.

TABLE 4
Related Reports Associated with Section 106 Studies along the Project Alignment

Report Title	Date of Publication
Research Design and Area of Potential Effect	
Research Design for Cultural Resources	February 2010, updated March 2010 and April 2010
Research Design for Cultural Resources, Supplement Number 1	October 2014
Architecture/History	
Phase I / Phase II Architecture History Investigation, Volume One: Eden Prairie, Minnetonka, Hopkins, and St. Louis Park Survey Zones	September 2010
Phase I / Phase II Architecture History Investigation, Volume Three: Minneapolis and Saint Louis, Chicago Milwaukee and St. Paul (CM&StP), Minneapolis Northfield and Southern, and Great Northern Railroads Survey Zones	October 2010
Phase I / Phase II Architecture History Investigation, Volume Two: Minneapolis West Residential, South Residential/Commercial, Downtown, Industrial, and Warehouse Survey Zones	February 2012
Phase I / Phase II Architecture History Investigation, Volume Four: St. Louis Park; Minneapolis West Residential; Minneapolis, Northfield, and Southern Railroad; and Great Northern Railroad Survey Zones	April 2012
Supplemental Phase I / Phase II Architecture History Investigation, Volume Five: St. Louis Park and Minneapolis West Residential Survey Zones	February 2014
Supplemental Phase I / Phase II Architecture History Investigation, Volume Six: Eden Prairie, Hopkins, St. Louis Park, and Minneapolis West Residential SDEIS Survey Zones	April 2014
Kenilworth Lagoon / Channel Context, History, and Physical Description	November 2014
Supplemental Phase I Architecture/History Investigation, Volume Seven: Minnetonka, Hopkins, St. Louis Park, and Minneapolis Survey Zones	July 2015
Supplemental Phase I Architecture/History Investigation, Volume Eight: St. Louis Park and Minneapolis West Residential Survey Zones	November 2015
Archaeology	
Phase 1a Archaeological Investigation for the Proposed Southwest Corridor Transitway Project	September 2010
Phase 1a Archaeological Investigation of the Freight Rail Relocation Corridor	June 2012
Phase I Archaeological Survey in Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie	December 2012
Phase II Archaeological Survey	February 2014
Phase 1a Archaeological Investigation, Supplemental Draft EIS Areas: Eden Prairie Segment, OMF, and St. Louis Park / Minneapolis Segment	March 2014
Phase I Archaeological Investigation, SDEIS Area: Eden Prairie Segment, Archaeological Potential Area C	September 2014
Archaeological Investigations For the Southwest Light Rail Transit Project: Areas A and B, and the Holden-Royalston Parcel	February 2015
Phase II Archaeological Evaluation of Site 21HE452	July 2015
Phase I Archaeological Investigations of the Glenwood Parcel For the Southwest Light Rail Transit Project, Minneapolis, Minnesota	November 2015

Based on the results of these investigations, MnDOT CRU, under delegation from FTA, made eligibility determinations and provided them to the MnSHPO for concurrence. MnSHPO has previously concurred with all of the eligibility determinations documented in this section except for those included in the architecture/history Volume 8 Phase I survey report and the Phase I archaeological survey report for the Glenwood Parcel. Summaries of both these reports are presented below. At the time of this final determination of effect, both of these surveys have been completed. MnDOT CRU, under delegation from the FTA, has reviewed the results and determined there are no NRHP listed or eligible historic properties and has provided the reports to MnSHPO for concurrence. The results of both surveys were considered as part of the assessment of Project effects on historic properties and are accounted for in the final determination of effect found in Section 7.3. Should the MnSHPO disagree with the eligibility determinations for these newly surveyed properties, FTA will consult with MnSHPO and other consulting parties per the terms of the Section 106 MOA for the Project to consider and assess effects for any NRHP-eligible properties, and to resolve any adverse effects.

5.2 Architecture/History Properties Identified within the APE

Twenty-eight architecture/history properties were identified within the Project's architecture/history APE, including seven historic districts; 11 properties that are individually eligible for or listed in the NRHP, one of which is also a National Historic Landmark (NHL); two that are individually eligible for the NRHP and are also eligible as contributing elements to historic districts; and eight that are contributing elements to NRHP-eligible historic districts. The following subsections describe these 28 properties, generally from southwest to northeast along the Project alignment. Exhibits 8, 9, and 10 illustrate the Architecture/History APEs and Individual Historic Properties in Eden Prairie, Minnetonka, and Hopkins and St. Louis Park and Minneapolis, respectively. Exhibit 10 shows Architecture/History APE and Historic Districts for St. Louis Park and Minneapolis.

5.2.1 Hopkins City Hall (HE-HOC-026), 1010 1st Street S., Hopkins

The Hopkins City Hall was constructed in 1964 to meet the municipal needs of a growing community (Exhibit 8). The building was designed by the architecture firm of Lang, Raugland, and Brunet, Inc. in 1963 with two, two-story sections connected by a one-story hyphen. The main block of the building fronting 1st Street South was built to house the City Hall while the rear wing was built to house the Fire Department (now occupied by the Police Department). The Hopkins City Hall is eligible for listing in the NRHP under Criterion A for its local significance within the area of community planning and development. Its period of significance is 1964 (the date it was constructed). The City Hall embodies how the City of Hopkins government met the municipal needs of a growing community.

5.2.2 Hopkins Downtown Commercial Historic District (HE-HOC-027), Mainstreet, 8th Avenue to 11th Avenue, Hopkins

The Hopkins Downtown Commercial Historic District consists of commercial, mixed-use, and fraternal buildings located along a three-block stretch of Mainstreet (Exhibit 8). The one-, two-, and three-story masonry structures within the district were constructed between 1893 and 2006, primarily in two phases: during the period of population and economic growth in the first decade of the twentieth century, and during a post-World War II building boom. The Hopkins Downtown Commercial Historic District is eligible for listing in the NRHP under Criterion A for its local significance within the area of commerce for its role in the commercial development of Hopkins. Its period of significance is 1893 to 1960, which spans the time of its construction to the approximate date when suburban shopping centers eclipsed downtown Hopkins as a primary shopping destination. The historic district includes 29 contributing and seven non-contributing elements.

5.2.3 Minneapolis & St. Louis Railway Depot (HE-HOC-014), 9451 Excelsior Boulevard, Hopkins

The Minneapolis & St. Louis (M&StL) Railway Depot was constructed in 1903 and was a primary transportation point in Hopkins for passengers and freight through the 1920s (Exhibit 8). After decades of decline, passenger service ended on the M&StL line in the 1960s, and the Depot was converted to office space to support freight traffic. The last train ran on the line in 1980, and the Depot sat vacant until it was converted to a coffee shop in 2002. The M&StL Depot has been determined individually eligible for the NRHP under Criterion A, Requirement 1, for its direct role in the growth of Hopkins in the 1900s and 1910s. Its period of significance is 1903 to 1930, after which time use of the depot diminished with the decline both in passenger traffic and less-than-carload freight.

5.2.4 Chicago, Milwaukee, St. Paul & Pacific Railroad Depot (HE-SLC-008), 6210 W 37th Street, St. Louis Park

The CMStP&P Depot was constructed circa 1887 by predecessor railroad the Chicago, Milwaukee & St. Paul Railway in the newly incorporated village of St. Louis Park (Exhibit 9). Freight service to the Depot began in 1887 and continued through 1968 when the Depot was closed by the railroad. Passenger service between St. Louis Park and Minneapolis

operated through this Depot from 1893 until 1955, and it was one of the major transportation links between the two cities. The Depot is one of only a few buildings that remain from St. Louis Park's founding. The Depot is listed in the NRHP under Criteria A and D for its local significance. Its area of significance is transportation, and its period of significance starts in 1887, the date of construction. From the NRHP nomination, the end date for the period of significance is not clear; therefore, for the purposes of assessing effects, an end date of 1968 is used, the date that the railroad closed the Depot.

5.2.5 Peavey-Haglin Experimental Concrete Grain Elevator (HE-SLC-009; NHL Reference No. 78001547), Highways 100 and 7, St. Louis Park

The Peavey-Haglin Experimental Concrete Grain Elevator was the first circular reinforced-concrete grain elevator constructed in the United States (Exhibit 9). Prior to its construction, the majority of grain elevators were constructed of wood and were vulnerable to fire. This structure proved the viability of concrete in the construction of grain elevators. The elevator was engineered in 1899-1900 by Charles F. Haglin for Frank H. Peavey, a grain merchant. The structure is listed in the NRHP under Criterion C, within the areas of engineering, industry, and invention. Its period of significance is 1899 to 1900, the time period the elevator was constructed. The structure has national significance and is also an NHL, under Criterion 2.

5.2.6 Hoffman Callan Building (HE-SLC-055), 3907 Highway 7, St. Louis Park

The Hoffman Callan Building, also known as the Motor Travel Services Building, is a cylindrical structure of formed concrete textured with an inset grid pattern (Exhibit 9). The building was designed by James R. Dresser & Associates in 1959-1961 and was constructed by Arkay Builders for Motor Travel Services and Hoffman Callan Printing in 1962 to 1963. The Hoffman Callan Printing Company requested a building with a round design to create efficiency in the printing process. The building is eligible for listing in the NRHP under Criterion C in the area of architecture as a distinctive example of Modern architecture style. Its period of significance is 1963, the year building construction was completed.

5.2.7 Minikahda Club (HE-MPC-17102), 3205 Excelsior Boulevard, Minneapolis

The Minikahda Club is a private golf club located on the west side of Lake Calhoun (Exhibit 9). The golf course was the first in Minneapolis, and its original nine holes were designed in the late 1890s. In 1906-1907 another nine holes were added to the property. The property also includes a Colonial Revival style clubhouse, pool, parking lots, tennis courts, and small support buildings that are scattered across the property. The golf course is significant for its 1920s landscape design by Donald Ross, considered one of the premier golf architects in the United States. The Minikahda Club Golf Course is eligible for listing in the NRHP under Criterion C for its local significance in landscape architecture. Its period of significance is 1920 to 1961.

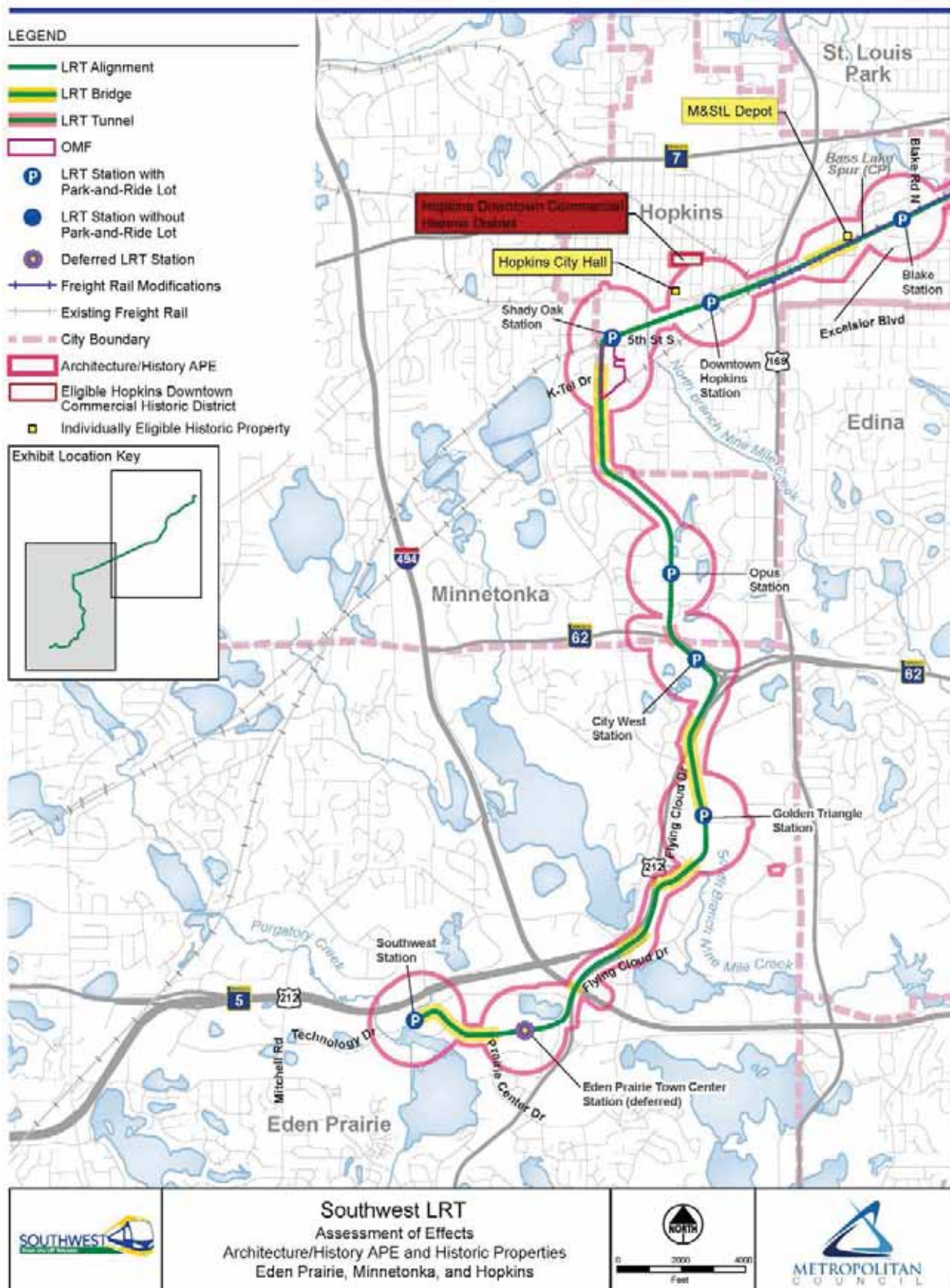
5.2.8 Grand Rounds Historic District (XX-PRK-0001), Minneapolis

When the Board of Park Commissioners (MBPC, renamed the Minneapolis Park and Recreation Board [MPRB] in 1969) was established in April 1883 and granted legislative authority to develop a system of public parks and parkways separate from the City of Minneapolis, it commissioned Horace William Schaller (H. W. S.) Cleveland as an advisor. Cleveland was a well-known landscape architect who had previously lectured on park development in Minneapolis and St. Paul in 1872, and he was developing several plans for St. Paul. Cleveland presented plans for a continuous green necklace of parkway and open space around Minneapolis. The Grand Rounds, as the park system was named, was subsequently acquired and built over many years by the MBPC, primarily during the late nineteenth and early twentieth centuries. Theodore Wirth, Superintendent of Parks from 1906 until 1935, had a prominent role in the acquisition of lands and development of the Grand Rounds.

Comprising seven segments, the Grand Rounds, which is 52 miles in length, passes through almost every part of Minneapolis and extends into the municipalities of Golden Valley, Robbinsdale, Saint Louis Park, and Saint Anthony (Exhibit 10). Each of the seven segments was acquired and developed at a different time and contributes its own history and significance to the Grand Rounds as a whole. The seven segments include a dozen lakes and ponds, four golf courses, two waterfalls, natural and planned gardens, creek and river views, and 50.1 miles of trails. There are 18 parkways in the Grand Rounds that link the seven segments together. The Grand Rounds Historic District includes 20 contributing and 17 non-contributing buildings, 45 contributing and nine non-contributing sites, 73 contributing and 25 non-contributing structures, and 25 contributing and nine non-contributing objects, as well as eight NRHP-listed contributing elements, several commemorative monuments and sculptures, and more than 50 interpretive sites.

EXHIBIT 8

Architecture/History APE and Historic Properties: Eden Prairie, Minnetonka, and Hopkins

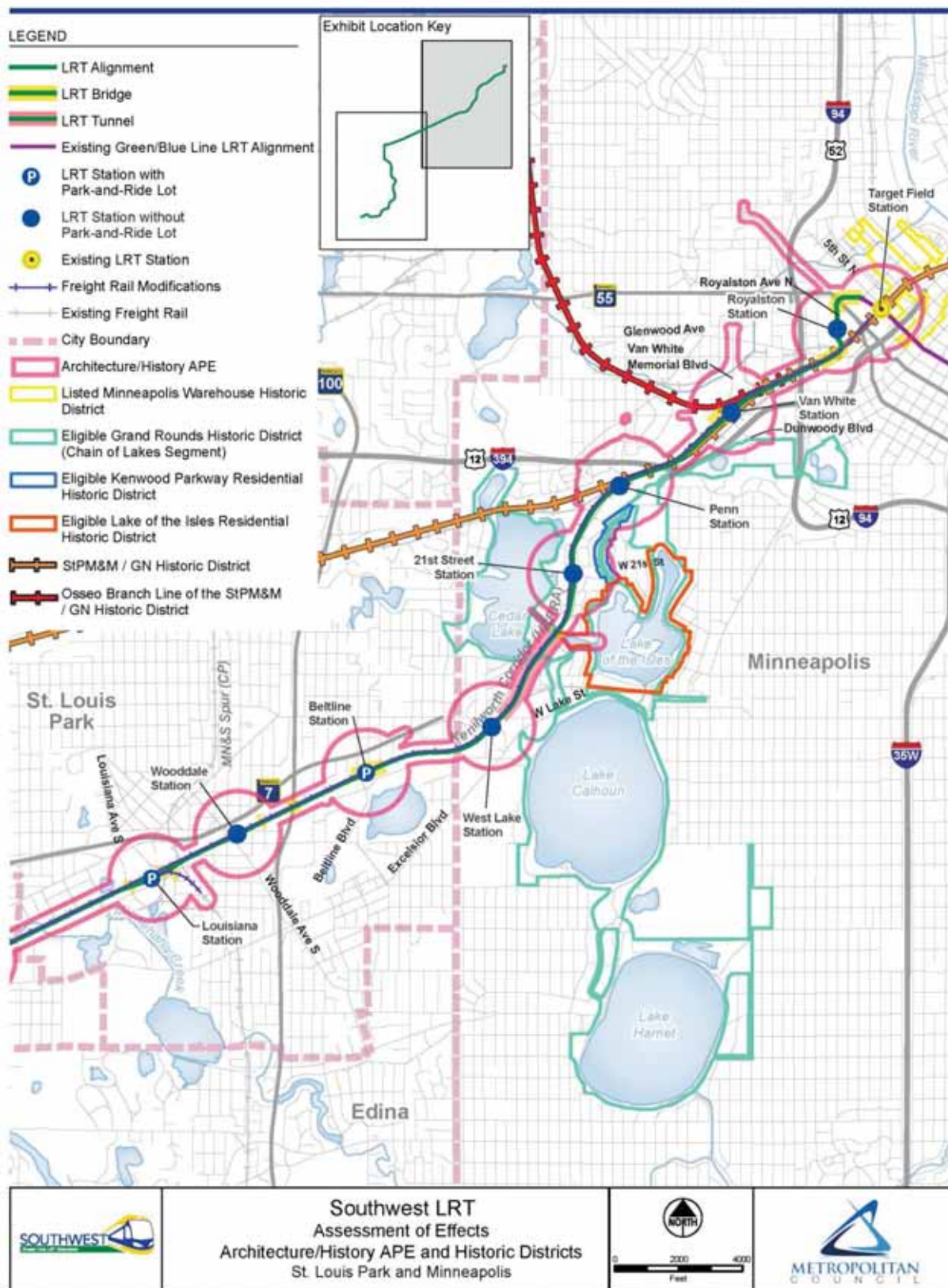


Architecture/History APE and Individual Historic Properties: St. Louis Park and Minneapolis



EXHIBIT 10

Architecture/History APE and Historic Districts: St. Louis Park and Minneapolis



The GRHD is eligible for listing in the NRHP under Criterion A in the areas of Community Planning and Development and Entertainment/Recreation, as a nationally significant example of urban park development in the late-nineteenth century and early-twentieth century. It is eligible under Criterion C in the area of Landscape Architecture, as the most comprehensive design by, and crowning achievement of, nationally prominent landscape architect H. W. S. Cleveland, and as the most important work by nationally prominent landscape architect and park superintendent Theodore Wirth. This district has a national level of significance, and its period of significance is currently documented as 1884 to 1942, although the district is in the process of being evaluated by the MnSHPO, with input from the MPRB, to determine if it possesses significance within the period of 1943 to the mid-1970s. As mentioned above, the GRHD consists of multiple contributing elements, 10 of which are located within the Project's architecture/history APE. Each of the contributing elements within the architecture/history APE are discussed below.

5.2.8.1 Lake Calhoun (HE-MPC-1811), Minneapolis

Lake Calhoun was acquired by the MBPC in 1907. A 1911 to 1914 dredging operation under the direction of Theodore Wirth increased the depth of the lake, and in 1911 a channel was completed between Lake Calhoun and Lake of the Isles. Although a stream flows from Lake Calhoun into Lake Harriet, it was not converted into a navigable connection due to the difference in elevation between the two lakes. Material obtained from the 1911 to 1914 dredging and a later dredging operation from 1922 to 1925 was used to fill swampland and create lawns, picnic areas, and beaches around the lake. In 1935, a swampy meadow at the northwest corner of the lake was filled in to create an athletic field. Shoreline work, including the installation of stone and concrete walls, was carried out by public works programs during 1937 to 1941. The lake features three swimming beaches, the 1930 Lake Calhoun Park Pavilion, the aforementioned athletic field on the northwest corner of the lake, and several commemorative markers and objects. This lake is eligible as a contributing element to the GRHD, which is eligible under Criteria A and C, and shares its period of significance with that of the district.

5.2.8.2 Cedar Lake (HE-MPC-1820), Minneapolis

In the mid-1880s, when H.W.S. Cleveland was developing his plans for what was to become the Grand Rounds park system, he decided that Cedar Lake would be too geographically distant from the city for inclusion in the park. By the 1890s, however, Cedar Lake was identified as a proposed extension by the MBPC, and in 1908 they acquired land to the south and west of the lake. Cedar Lake is linked to Brownie Lake to the west and Lake of the Isles to the east by channels, and it was made navigable by a 1911 to 1917 dredging operation carried out under the direction of Theodore Wirth. The dredging operation caused a five-foot drop in the water level of the lake. This created a peninsula off what is now West 25th Street on the west side of the lake, and it made the nearby Cedar Point, off West 21st Street on the east side of the lake, more prominent. The lake features a meadow at the southwest corner, historic picnic grounds on both peninsulas, and three recreational beaches—Cedar Lake Point Beach, East Beach, and South Beach. Cedar Lake is eligible as a contributing element to the GRHD, which is eligible under Criteria A and C, and shares its period of significance with that of the district.

5.2.8.3 Cedar Lake Parkway (HE-MPC-1833), Minneapolis

The construction for Cedar Lake Parkway, originally named Cedar Lake Boulevard, began in 1909 and was completed in 1917. Cedar Lake Parkway starts at the I-394 Grand Rounds Trail overpass, which connects to Theodore Wirth Parkway to the north. The parkway skirts the east side of Brownie Lake and the west and south sides of Cedar Lake, and terminates at an intersection with Dean Parkway. Cedar Lake Parkway features landscaped boulevards, center islands, and medians, along with bicycle and pedestrian pathways and path lighting dating to a 1973 improvement project. Ecko, Dean, Austin, and William's 1971 Minneapolis park plans, which informed the 1973 improvement project, included extensive planting along Cedar Lake Parkway paths to screen bare hillsides and railroad facilities from the view of pedestrians and bicyclists. More recently, MPRB efforts to restore shoreline habitats have resulted in the return of more dense, natural vegetation along the Cedar Lake Parkway and its pedestrian and bicycle paths. The parkway also includes the Cedar Lake Parkway Bridge, which is situated over the channel between Cedar Lake and Brownie Lake. This parkway is eligible as a contributing element to the GRHD, which is eligible under Criteria A and C, and shares its period of significance with that of the district.

5.2.8.4 Kenilworth Lagoon (HE-MPC-1822), Minneapolis

The Kenilworth Lagoon connects Cedar Lake on the west and Lake of the Isles on the east. Construction of the Kenilworth Lagoon began in 1911 and was completed in late 1913. The Kenilworth Lagoon is an irregularly shaped property that is approximately 2,246 feet in length, and encompasses approximately 14.1 acres, including approximately 5.9 acres of water and 8.2 acres of land.

The Kenilworth Lagoon consists of a series of functions and natural and man-made features that collectively constitute a designed landscape (106 Group, 2014b). The two main features of the Lagoon are its waterway and topography. The primary characteristics of the waterway are the shape of the body of water and its shoreline, including the way in which

the water interacts with the shoreline, water level, depth, and to a lesser extent surface appearance. The topography is characterized by the natural and man-made contours of the ground, such as flat plains, terraces, steep grades, rolling hills, or valleys, as well as its surface material (e.g., soil or exposed rock outcrops). Vegetation is a secondary feature of the landscape. Trees vary in type, species, size, and age. The vast majority are deciduous, although some evergreen species can be found along the Lagoon and Channel segments. Other vegetation includes shrubs, sod, and water plants.

The landscape also includes circulation systems and small scale elements. Circulation systems include parkways and streets that are used by automobiles and trucks; pedestrian and bicycle trails, both developed and undeveloped; a railroad line used by trains; and most importantly, the waterway itself. Three bridges cross the Kenilworth Lagoon. Park Board Bridge No. 4 (Bridge L5729), which is a contributing element to both GRHD and LOIRHD, is a concrete arch span built in 1912 that carries West Lake of the Isles Parkway. Park Board Bridge No. 5 is a non-contributing bridge built in 1913 consisting of two trestles, one of which carries the TC&W (formerly the M&StL) and the other which was converted to pedestrian use in 1997 and today carries the Kenilworth Trail (Bridge 27A43). Park Board Bridge No. 6 (Bridge 27508), which is non-contributing, is a steel stringer span built in 1961 that carries Burnham Road (formerly Cedar Lake Avenue). There is one building within the property, a pump house.

The Kenilworth Lagoon has three segments which each exhibit distinct aesthetic character. The segments are delineated by the bridges crossing the lagoon/channel, and can roughly be defined from east to west as the “lagoon,” the “area between the bridges,” and the “channel.” The eastern-most segment of the Kenilworth Lagoon / Channel, the lagoon, encompasses the portion of the waterway and its adjacent grounds from Bridge No. 5 on the west to its outlet to Lake of the Isles on the east. It is characterized by a wide expanse of the waterway, bounded by a wide-open, highly manicured landscape of mowed sod/turf, interspersed with individual trees, as well as groupings of trees to create a highly picturesque setting. The area between the bridges is the midsection, bounded by Bridge No. 5 on the east and Bridge No. 6 on the west, and can best be described as the transition between the lagoon and channel. It has the feeling of an isolated river, located as it is within a man-made valley created by the fill placed around its edges to elevate streets and the M&StL railroad tracks. This segment of the waterway has a rustic aesthetic, due to the WPA Rustic style retaining walls that line much of its south shore, and the dense, volunteer tree growth that covers most of the shoreline. The western-most segment, the channel, extends from Cedar Lake on the west to Bridge No. 6 on the east. The primary feature of this landscape is the channel itself, which is a straight, 35-foot wide body of water aligned down the center axis of the channel corridor. The channel is characterized by the narrowness of the corridor, the hard edges formed by breakwaters constructed by the WPA in 1936, the lack of any other circulation systems, and the private backyards that face it.

Small scale elements within the Lagoon include retaining walls / WPA walls, stone lake accesses, guardrails, benches, lighting, signs, and other elements. The Kenilworth Lagoon is eligible as a contributing element to the GRHD and the Lake of the Isles Residential Historic District (LOIRHD) (see Section 5.2.9), both of which are eligible under Criteria A and C, and shares its period of significance with that of each of the districts.

5.2.8.5 Lake of the Isles (HE-MPC-1824), Minneapolis

Lake of the Isles was acquired by the MBPC between 1886 and 1888. Lake of the Isles Parkway, discussed below, was the lake's first parkway and was completed in 1888. The following year the lake was dredged to increase its depth. Dredged material was used to convert marshy areas of the shoreline into solid banks, and in 1896 the first electric lights were installed at the lake. Additional dredging of the lake took place from 1906 to 1911 under the direction of Theodore Wirth to further deepen the water and eliminate remaining marshes that bred mosquitoes. Lake of the Isles is connected to Cedar Lake to the west via the Kenilworth Lagoon and to Lake Calhoun to the south as a result of yet another dredging operation, which took place from 1911 to 1917. The lake's two islands were raised and enlarged as part of this operation as well. Landscaping around the lake consists of grassy lawn with clusters of trees and shrubbery. Access to the shoreline is controlled by viewing platforms. This lake is eligible as a contributing element to the GRHD and the LOIRHD (see Section 5.2.9), both of which are eligible under Criteria A and C, and shares its period of significance with that of each of the districts.

5.2.8.6 Lake of the Isles Parkway (HE-MPC-1825), Minneapolis

Construction of Lake of the Isles Parkway, which was originally named Lake of the Isles Boulevard, began with the acquisition of land for the parkway in 1886, and was completed in 1888. Between 1908 and 1911, the grade of the parkway was raised to 11 feet above lake level, to reduce the repeated flooding that resulted from its original shoreline-grade construction. The parkway features a landscaped boulevard and two bridges, Park Board Bridge No. 3 and Park Board Bridge No. 4, as well as bicycle and pedestrian pathways and path lighting installed in 1977-1978. This lake is eligible as a contributing element to the GRHD and the LOIRHD (see Section 5.2.9), both of which are eligible under Criteria A and C, and shares its period of significance with that of each of the districts.

5.2.8.7 Park Bridge No. 4 / Bridge L5729 (HE-MPC-6901), West Lake of the Isles Parkway over Kenilworth Lagoon, Minneapolis

Park Board Bridge No. 4 is a picturesque concrete arch span bridge designed by William Pierce Cowles and Cecil Bayless Chapman constructed over the Kenilworth Lagoon in 1911. This bridge is individually eligible under Criterion C in the area of engineering and eligible. It is significant at both the local and state levels with a period of significance of 1911, when the bridge was constructed. It is also a contributing element to the GRHD and the LOIRHD (see Section 5.2.9), both of which are eligible under Criteria A and C, and shares its period of significance with that of each of the districts.

5.2.8.8 Kenwood Parkway (HE-MPC-01796), Minneapolis

Construction for Kenwood Parkway, a road that originates in Loring Park and travels southwest over Lowry Hill to Lake of the Isles Parkway, began in 1887. Kenwood Parkway was both the first independent parkway, and the first parkway to be constructed, in the GRHD. This road is eligible as a contributing element to the GRHD, which is eligible under Criteria A and C, and to the Kenwood Parkway Residential Historic District (KPRHD) (see Section 5.2.13), which is eligible under Criteria A, and shares its period of significance with that of each of the districts.

5.2.8.9 Kenwood Park (HE-MPC-1797), Minneapolis

The development of Kenwood Park began in 1907 when the land for the park was acquired. The park is located downhill from Kenwood Parkway, near Lake of the Isles, and is bordered by Oliver Avenue South on the west and Logan Avenue South on the east. The upper portion of the park is wooded and steeply sloped, while the lower portion offers a variety of recreational features, including a playground, athletic field, and picnic area. This park is eligible as a contributing element to the GRHD, which is eligible under Criteria A and C, and shares its period of significance with that of the district.

5.2.8.10 Kenwood Water Tower (HE-MPC-6475), 1724 Kenwood Parkway, Minneapolis

The Kenwood Water Tower, a hexagonal brick structure in the style of a medieval fortress with a stone foundation, was constructed in 1910 by Chicago Bridge and Iron Works. Five courses of stone blocks surround the structure at various intervals, and buttresses are located at the corners of the hexagon. The water tower houses a 250,000-gallon steel water tank, which has not been used to store water since the 1950s. This water tower is individually eligible under Criterion C in the area of engineering and architecture. It is significant at the local level within the period of 1910 to 1917. It is also eligible as a contributing element to the GRHD, which is eligible under Criteria A and C, and shares its period of significance with that of the district.

5.2.9 Lake of the Isles Residential Historic District (HE-MPC-9860), Vicinity of East and West Lake of the Isles Parkways, Minneapolis

The LOIRHD encircles the Lake of the Isles and includes properties located on both Lake of the Isles Parkways East and West (Exhibit 10). At the time of the district's NRHP nomination in 1984, it contained 117 buildings, primarily large, upper-class, early-twentieth-century single-family residences and affiliated secondary buildings, as well as structures built specifically for the area such as bridges and a church. The mostly one- and two-story dwellings were constructed in the late nineteenth and early twentieth centuries in such styles as Queen Anne, Colonial Revival, and Tudor Revival. Within the LOIRHD, 108 of the buildings were considered contributing elements and nine were considered non-contributing at the time of the NRHP nomination. The development of this district occurred largely between 1905 and 1930. The houses in the area feature a variety of architectural styles from the period and were designed by many prominent local architects, including Ernest Kennedy, Hewitt and Brown, William Kenyon, Harry Wild Jones, A. R. Ban Dyck, William Channing Whitney, Liebenberg and Kaplan, Long and Kees, and Bertrand and Chamberlain. The Kenilworth Lagoon (see Section 5.2.8.4), Lake of the Isles (see Section 5.2.8.5), Lake of the Isles Parkway (see Section 5.2.8.6), and Park Board Bridge No. 4 (see Section 5.2.8.7) are all contributing elements to LOIRHD, in addition to being contributing elements to the GRHD. The LOIRHD is eligible for listing in the NRHP under Criteria A and C, for significance at the local level in the areas of architecture, community planning, and landscape architecture for the period of significance of 1899 to 1955, encompassing the earliest and latest construction dates for contributing elements.

5.2.10 Freida and Henry J. Neils House (HE-MPC-6068), 2801 Burnham Boulevard, Minneapolis

The Neils House was designed by Frank Lloyd Wright and was constructed by Lyle Halverson of Madsen Construction Company in 1950 (Exhibit 9). The one-story, L-shaped Usonian house features complex massing, dramatic cantilevers, and cull marble masonry. The house is a unique example of Wright's work as it is his only commission to use cull marble, Western larch, and aluminum frame windows that were made by Neils' company, as opposed to Wright's traditional wood frame windows. The house is listed in the NRHP under Criterion C within the area of architecture for its statewide significance as an excellent example of Frank Lloyd Wright's postwar Usonian designs. The house

represents a well-developed, important, and unique Usonian design from the postwar period. Its period of significance is 1950, the year it was constructed.

5.2.11 Mahalia and Zacharia Saveland House (HE-MPC-6766), 2405 W. 22nd Street, Minneapolis

The Saveland House, also known as the Franklin-Kelly House, is a one-story, rectangular-shaped Prairie style residence that was constructed in 1915 (Exhibit 9). The house and garage on the property were built by Albinson Construction Company for the Savelands, who owned the property until 1916 when it was sold to Benjamin and Cora Franklin. The architect is unknown. The Mahalia and Zacharia Saveland House is eligible for listing in the NRHP under Criterion C within the area of architecture for its local significance as a distinctive example of Prairie architecture located in the Kenwood neighborhood of Minneapolis. Its period of significance is 1915, the year it was constructed.

5.2.12 Frank W. and Julia C. Shaw House (HE-MPC-6603), 2036 Queen Avenue S., Minneapolis

The two-and-a-half-story Classical Revival style Shaw House was designed and built in 1899 by J.H. Edmonds (Exhibit 9). As architect and contractor, Edmonds sold the property to Frank W. Shaw and his family shortly after its completion. The Frank W. and Julia C. Shaw House is eligible for listing in the NRHP under Criterion C within the area of architecture for its local significance as a distinctive example of Classical Revival style architecture located in the Kenwood neighborhood of Minneapolis. Its period of significance is 1899, the year it was constructed.

5.2.13 Kenwood Parkway Residential Historic District (HE-MPC-18059), 1805-2216 Kenwood Parkway, Minneapolis

The KPRHD is located in the Kenwood neighborhood of Minneapolis, extending from the Lake of the Isles Parkway to Douglas Avenue (Exhibit 10). The district consists of the Kenwood Parkway (see Section 5.2.8.8), which is a contributing element to KPRHD in addition to being a contributing element to the GRHD, and 72 houses that front the parkway. The mostly one and two-story dwellings were constructed in the late nineteenth and early twentieth centuries in such styles as Queen Anne, Colonial Revival, and Tudor Revival. The historic district is eligible for listing in the NRHP under Criterion A within the area of community planning and development as a distinctive early and productive example of the interplay of two significant influences: the MPRB's expansion of the city park systems and real estate developers' rapid establishment of new neighborhoods. In the development of Minneapolis, these influences contributed to middle and upper class residents' high quality of life. The period of significance begins in 1886 with the early development of the Kenwood Addition and the design of Kenwood Parkway. It ends in 1925 when the majority of homes in the historic district were constructed and the sense of time and place was fully established.

5.2.14 St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District (HE-MPC-16387), Minneapolis

As a segment of the Great Northern Railway's (GN) transcontinental route, the St. Paul, Minneapolis & Manitoba Railroad (StPM&M) corridor helped to solidify Minneapolis and St. Paul as the commercial, financial, and manufacturing center of an area extending from eastern Wisconsin to central Montana (Exhibit 10). Although its importance began to wane by the 1920s due to competition from automobiles and trucks, the GN's transcontinental route remained a vital component of Minnesota's and the region's transportation network into the 1950s. As such, the railroad corridor historic district is eligible for listing in the NRHP under Criterion A in the area of transportation within the historic context Railroads in Minnesota, 1862-1956, as outlined in the *Railroads in Minnesota Multiple Property Documentation Form* (MPDF). Its period of significance is 1880 to 1956, which encompasses its acquisition, realignment, and use, to the end of the historical significance of railroads in Minnesota as defined in the MPDF. The district meets Registration Requirements 2 and 3 of the MPDF. The historic district meets Registration Requirement 2 because it established a railroad connection that served as the dominant transportation corridor and because the railroad facilitated the expansion of the industrial, commercial, and agricultural practice along the corridor. The historic district also meets Registration Requirement 3 as an influential component of the state's railroad network, providing important connections within the network and with other modes of transportation.

5.2.15 Mac Martin House (HE-MPC-8763), 1828 Mt. Curve Avenue, Minneapolis

The Mac Martin House is a two-and-a-half-story French Eclectic / French Renaissance style house that was designed by architect Maurice Maine (Exhibit 9). The house was built in 1929 for Martin, president of the Mac Martin Advertising Agency. Under Martin's leadership, his agency became the first advertising firm located west of Chicago to have a national reach and represented many national companies based in the Twin Cities, such as Cream of Wheat, the Washburn-Crosby Co. (later General Mills), the Minnesota Macaroni Co., and Anderson Lumber (now Anderson Windows). In 1930, Martin's agency merged with Erwin, Wasey and Company to become part of one of the largest advertising companies in the world. Martin remained with the company as president of the Minnesota office until his retirement in 1956. The Mac Martin House is eligible for listing in the NRHP under Criterion B in the area of commerce

for its association with Mac Martin, a leader in both the local and national advertising industry in the first half of the twentieth century. Its period of significance is from its construction in 1929 to 1958, the date of Mac Martin's death.

5.2.16 Osseo Branch of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District (XX-RRD-002; Minneapolis Segment: HE-MPC-16389), Minneapolis

The Osseo Branch of the StPM&M / GN (originally the Minneapolis & Northwestern Railroad Company [M&NW]) is an approximately 13-mile segment of a railroad line originally constructed by the M&NW between Minneapolis and St. Cloud in 1881 - 1882 (Exhibit 10). The Osseo Branch became an essential component in the development of Osseo and its surrounding area as a major potato growing, marketing, and distribution center. With the coming of the railroad, Osseo potato distributors could transport their product quickly and efficiently to markets in Minneapolis and beyond. As a result, area farmers could grow potatoes as a cash crop on a relatively large scale because the railroad provided a means for them to be able to ship their crops before they spoiled. The historic district is eligible for listing in the NRHP under Criterion A as an important transportation corridor that linked Osseo with the Twin Cities and its agricultural markets. Additionally, the railroad line established a connection that did not previously exist and resulted in the significant expansion of the potato-growing region in northern Hennepin County. The period of significance begins in 1881, when construction on the line started and the line entered service to Osseo, and concludes in 1931, which marks the peak of potato production in the Osseo area, as well as the beginning of a severe decline of the potato industry.

5.2.17 William Hood Dunwoody Industrial Institute (HE-MPC-6641), 818 Dunwoody Boulevard, Minneapolis

The William Hood Dunwoody Industrial Institute was founded in 1915 as a vocational training school. It was named after its benefactor, a prominent and wealthy Minneapolis businessman who left a portion of his estate to support an industrial school where Minnesotans could be educated in useful crafts and trades. Classes were initially held in Minneapolis' Central High School, but construction began in early 1917 for the school's first permanent facilities on a parcel of land bounded by Wayzata Boulevard to the south, Aldrich Avenue to the west, and Laurel Avenue to the north. These facilities consisted of two parallel brick-clad, steel and reinforced concrete classroom/shop wings (Exhibit 9). Over time, the school was expanded with additions in 1924, the 1970s, 1984, and circa 2000. The Dunwoody Institute is eligible for listing in the NRHP under Criterion A in the area of education for its role in providing tradesmen with skills that were vital to contributing to the economic growth and development of the region. Its period of significance is from 1917, the date that the shop buildings were constructed, to 1945, the date of the departure of institute head Dr. Charles Prosser, a national authority on vocational education.

5.2.18 Minneapolis Warehouse Historic District (HE-MPC-0441), Vicinity of 1st Avenue North, N. 1st Street, 10th Avenue North, and N. 6th Street, Minneapolis

The Minneapolis Warehouse Historic District covers a 30-block area on the northwest side of downtown Minneapolis and includes an outstanding and cohesive collection of late nineteenth and early twentieth century commercial buildings, many of which were architect designed (Exhibit 10). The district is listed in the NRHP under Criteria A and C. It is significant at the statewide level in the areas of architecture and commerce for the time period 1865 to 1930. The buildings within the district range from three to seven stories in height and include examples of Italianate, Queen Anne, Richardsonian Romanesque, Classical Revival, and early twentieth century commercial styles. The Minneapolis Warehouse Historic District was an area of early commercial growth in Minneapolis and signifies the warehousing and wholesaling activities that expanded when Minneapolis became a major distribution center for the upper Midwest. The district is also architecturally distinct for its intact concentration of commercial buildings designed by the city's leading architects.

5.2.19 Additional Phase I Architecture/History Survey, St. Louis Park and Minneapolis

As Project engineering has progressed, additional design refinement resulted in revisions to the architecture/history APE, most recently in October 2015. This survey evaluated eight architecture/history properties that were added to the APE on October 7, 2015. All are located at the edge of the revised quarter-mile APE limits for the Penn and Beltline stations. The survey was completed in early November 2015. As noted in Section 5.1, MnDOT CRU, under delegation from FTA, evaluated the results of the survey and determined that there are no properties that are no NRHP listed or eligible properties. At the time of publication of this assessment of effects report, the reporting for the survey was still in the process of being finalized. Once the survey report is finalized, MnDOT CRU will provide the survey results to MnSHPO for concurrence, which is expected to be within a week of this assessment of effects report.

5.3 Archaeological Resources Identified within the APE

Studies identified three NRHP-eligible archaeological sites within the Project's archaeological APE. One additional archaeological site was recently identified and is summarized below; however, it has been determined not eligible pending MnSHPO concurrence.

5.3.1 Site 21HE0409, Minneapolis

This archaeological site is a former historic industrial site containing the remains of an early ice industry. Archaeological investigations have identified numerous features related to ice harvesting, storage, and distribution, as well as an intact precontact component. The site is eligible for listing in the NRHP under Criterion D within the historic contexts "Railroads and Agriculture Development (1870-1940)" and "Urban Centers (1870-1940)" for its potential ability to answer important questions related to the ice industry.

5.3.2 Site 21HE0436, Minneapolis

This historic archaeological site, located in Minneapolis, was part of the Oak Lake Park residential neighborhood, an affluent neighborhood first developed in the 1870s and later bulldozed during urban redevelopment efforts in the 1930s. Shovel testing and test units at this site yielded domestic artifacts dating to the late nineteenth and early twentieth centuries. Site 21HE0436 is eligible under Criterion D, within the period 1870 to 1940 within the historic context "Urban Centers (1870-1940)", based on its potential to yield important information about the Oak Lake Park neighborhood.

5.3.3 Site 21HE0437, Minneapolis

This historic archaeological site is, like Site 21HE0436, located in Minneapolis and historically part of the Oak Lake Park residential neighborhood. Shovel testing and test units at this site yielded domestic artifacts dating to the late nineteenth and early twentieth centuries. Site 21HE0437 is eligible under Criterion D, within the period 1870 to 1940 within the historic context "Urban Centers (1870-1940)," based on its potential to yield important information about the Oak Lake Park neighborhood.

5.3.4 Glenwood Parcel, Minneapolis

A Phase I survey was recently completed for one area in Minneapolis containing potential historic archaeological sites. The Survey was completed in October 2015. As noted in Section 5.1, MnDOT CRU, under delegation from FTA, evaluated the results of the survey and determined that there are no NRHP listed or eligible archaeological sites. The results of this survey are being provided to MnSHPO for concurrence at the same time as this assessment of effects report.

6 Section 106 Consultation

FTA initiated Section 106 consultation for the Project in 2010 and, in accordance with 36 CFR 800.3, has regularly consulted with MnSHPO, Indian tribes, local governments, and other parties with a demonstrated interest in effects of the Project historic properties since that time to consider effects on the project on historic properties included on and eligible for listing on the NRHP. As described below, FTA consulted directly with the ACHP and Indian tribes, while MnDOT CRU, under delegation from FTA, completed most of the consultation with MnSHPO and other consulting parties.

6.1 Agency Coordination and Public Involvement

Consultation with MnSHPO was initiated in 2010. FTA notified the ACHP of the Project in March 2012 and invited the ACHP to participate in the Section 106 consultation; however, the ACHP chose not to participate in the consultation at that time. Pursuant to the Section 106 regulations (36 CFR 800.6[a][1]), the ACHP will be notified of the final determination of an adverse effect and provided another opportunity to enter into the consultation process.

Section 106 consulting parties include the MnSHPO; USACE; Hennepin County; the Cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis; the Minneapolis Park and Recreation Board; the Minneapolis Heritage Preservation Commission; Three Rivers Park District; Cedar-Isles-Dean Neighborhood Association; and Kenwood Isles Area Association.

In accordance with 36 CFR 800.8, Section 106 consultation efforts were coordinated with the NEPA process and related outreach activities and events. In particular, opportunities for the public to review information and provide comments related to steps in the Section 106 process were incorporated, as appropriate, into public meetings related to the NEPA and design and engineering processes. The opportunities included open houses held on station design options near historic properties. At these meetings, information was shared summarizing the steps in the Section 106 process, historic properties identified, and effects to historic properties. A list of meetings related to agency coordination and public involvement efforts is included in Table 5.

TABLE 5
Meetings Related to Section 106

Date	Meeting Type	Purpose
October 7, 2008	Public Scoping Meeting/Scoping Hearing	Draft EIS Scoping: Alternatives development and issues to be studied, including cultural resources
October 14, 2008	Public Scoping Meeting/Scoping Hearing	Draft EIS Scoping: Alternatives development and issues to be studied, including cultural resources
October 23, 2008	Public Scoping Meeting/Scoping Hearing	Draft EIS Scoping: Alternatives development and issues to be studied, including cultural resources
May 18, 2010	Public Open House	General project meeting, update on environmental review, including cultural resources
May 19, 2010	Public Open House	General project meeting, update on environmental review, including cultural resources
May 20, 2010	Public Open House	General project meeting, update on environmental review, including cultural resources
April 12, 2012	Section 106 Consulting Parties Meeting	APE development and property identification
November 13, 2012	Public Open House	Project overview and public review of materials, opportunity for public comment on Draft EIS
November 14, 2012	Public Open House	Project overview and public review of materials, opportunity for public comment on Draft EIS
November 29, 2012	Public Open House	Project overview and public review of materials, opportunity for public comment on Draft EIS
April 30, 2014	Section 106 Consulting Parties Meeting	Corridor-wide discussion on effects to historic properties, Kenilworth Lagoon Crossing
November 24, 2014	Section 106 Consulting Parties Meeting	Design and APE adjustments, historic properties update, preliminary effects determinations

Date	Meeting Type	Purpose
February 6, 2015	Section 106 Consulting Parties Meeting	Kenilworth Lagoon Crossing design options and concepts, measures to minimize/mitigate adverse effects
February 24, 2015	Section 106 Consulting Parties Meeting	Corridor-wide discussion on effects to historic properties
April 2, 2015	Station Design Open House: Minneapolis Stations	Review of station design concepts, including overview of historic properties identified
April 8, 2015	Station Design Open House: Minneapolis Stations	Review of station design concepts, including overview of historic properties identified
April 8, 2015	Station Design Open House: St. Louis Park Stations	Review of station design concepts, including overview of historic properties identified
April 9, 2015	Station Design Open House: Eden Prairie Stations	Review of station design concepts, including overview of historic properties identified
April 14, 2015	Station Design Open House: Hopkins Stations	Review of station design concepts, including overview of historic properties identified
April 22, 2015	Section 106 Consulting Parties Meeting	Archaeological sites, Kenilworth Lagoon Crossing, station design open house recap
June 13, 2015	Kenilworth Landscape Design Community Workshop #1	Present information about the Kenilworth corridor landscape design project and process, including Section 106 and Lagoon as a historic property; overview of Kenilworth Lagoon Crossing bridge design concepts
June 16, 2015	Supplemental Draft EIS Public Open House and Hearing	Project overview and public review of materials, opportunity for public comment on Supplemental Draft EIS
June 17, 2015	Section 106 Consulting Parties Meeting	Historic properties and transit noise and vibration effects overview, Kenilworth Lagoon Crossing bridge design
June 17, 2015	Supplemental Draft EIS Public Open House and Hearing	Project overview and public review of materials, opportunity for public comment on Supplemental Draft EIS
June 18, 2015	Supplemental Draft EIS Public Open House and Hearing	Project overview and public review of materials, opportunity for public comment on Supplemental Draft EIS
July 29, 2015	Section 106 Consulting Parties Meeting	Kenilworth Lagoon Crossing bridge and landscape design
September 23, 2015	Section 106 Consulting Parties Meeting	Consultation process update, historic properties and traffic and parking effects, Kenilworth Lagoon Crossing design update

To comply with Section 106 requirements, MnDOT CRU submitted the architecture/history and archaeological APEs, the results of the surveys/investigations completed for the Project, including NRHP eligibility determinations, and preliminary determinations of effect to the MnSHPO for concurrence, copying other Section 106 consulting parties for their review and comment. Additional consultation with MnSHPO and Section 106 consulting parties has continued to consider effects on historic properties, explore measures to minimize effect and avoid adverse effects on historic properties, resolve adverse effects, and develop a Section 106 MOA.

6.2 Tribal Consultation

In September and November 2009 and February 2010, the FTA sent letters to potentially affected Indian tribes, requesting that they identify any concerns about potential Project effects and inviting them to participate in public scoping meetings and/or schedule a separate meeting to discuss any specific tribal issues and concerns. Letters were sent to the Prairie Island Indian Community, Lower Sioux Indian Community Council, Shakopee Mdewakanton Sioux Community, Fort Peck Tribes, Santee Sioux Nation, Sisseton-Wahpeton Oyate (Tribal Historic Preservation Office), and the Upper Sioux Indian Community. No responses were received. Additionally, a meeting opportunity was offered to tribal representatives in 2010; none of these tribes expressed an interest in meeting at that time. The tribes also received copies of the Draft EIS and Supplemental Draft EIS, and were invited to comment on the documents; no comments were received.

7 Assessment of Effects

There are a total of thirty-one (31) NRHP listed and eligible historic properties located within the Project's architecture/history and archaeological APEs a, including 28 architecture/history properties and three (3) archaeological resources (Exhibits 4 through 10; Sections 5.2 and 5.3; Table 6). The criteria of adverse effects were applied to these properties, consistent with 36 CFR 800.5(a). Prior to FTA making final effects findings, FTA and MnDOT CRU assessed Project effects on historic properties in consultation with MnSHPO and other Section 106 consulting parties. This process included consultation to consider alternatives for avoiding, minimizing, and mitigating effects on historic properties.

Table 6 provides a summary of the finding of effect for each listed and eligible property, while a more detailed assessment of effects is provided for each property in the following sections. Properties are listed first by property type (architecture/history, archaeological), then generally in order southwest to northeast along the project alignment. As a result of this analysis, a finding of No Adverse Effect has been made for 26 historic properties and a finding of Adverse Effect has been made for five (5) historic properties: Archaeological Site 21HE0436, Archaeological Site 21HE0437, the CMStP&P Depot, the Kenilworth Lagoon, and the GRHD, of which the Kenilworth Lagoon is a contributing element.

TABLE 6
Finding of Effects Summary

SHPO Inventory Number	Property Name	Effect Finding
HE-HOC-026	Hopkins City Hall	No Adverse Effect
HE-HOC-027	Hopkins Commercial Historic District	No Adverse Effect
HE-HOC-014	M&StL Depot	No Adverse Effect
HE-SLC-008	CMStP&P Depot	Adverse Effect
HE-SLC-009	Peavey-Haglin Experimental Concrete Grain Elevator	No Adverse Effect
HE-SLC-055	Hoffman Callan Building	No Adverse Effect
HE-MPC-17102	Minikahda Club	No Adverse Effect
XX-PRK-001	GRHD	Adverse Effect
HE-MPC-01811	Lake Calhoun	No Adverse Effect
HE-MPC-1820	Cedar Lake	No Adverse Effect
HE-MPC-01833	Cedar Lake Parkway	No Adverse Effect
HE-MPC-1822	Kenilworth Lagoon	Adverse Effect
HE-MPC-1824	Lake of the Isles	No Adverse Effect
HE-MPC-1825	Lake of the Isles Parkway	No Adverse Effect
HE-MPC-6901	Park Board Bridge No. 4 / Bridge L5729	No Adverse Effect
HE-MPC-01796	Kenwood Parkway	No Adverse Effect
HE-MPC-01797	Kenwood Park	No Adverse Effect
HE-MPC-06475	Kenwood Water Tower	No Adverse Effect
HE-MPC-9860	LOIRHD	No Adverse Effect
HE-MPC-6068	Frieda and Henry J. Neils House	No Adverse Effect
HE-MPC-6766	Mahalia and Zacharia Saveland House	No Adverse Effect
HE-MPC-6603	Frank W. & Julia C. Shaw House	No Adverse Effect
HE-MPC-18059	KPRHD	No Adverse Effect
HE-MPC-16387 (portion of district in Minneapolis)	StPM&M / GN Historic District	No Adverse Effect
HE-MPC-8763	Mac Martin House	No Adverse Effect
XX-RRD-002 (district), HE-MPC-16389 (portion of district in Minneapolis)	Osseo Branch of the StPM&M / GN Historic District	No Adverse Effect

SHPO Inventory Number	Property Name	Effect Finding
HE-MPC-6641	William Hood Dunwoody Industrial Institute	No Adverse Effect
HE-MPC-0441	Minneapolis Warehouse Historic District	No Adverse Effect
21HE0436	- ^a	Adverse Effect
21HE0437	- ^a	Adverse Effect
21HE0409	- ^a	No Adverse Effect

^a This property is considered a sensitive historic resource under Section 304 of the NHPA, as amended. In accordance with Section 304, information on this sensitive historic property may cause a significant invasion of privacy and/or put the property at risk to harm and is not included in this document. Names, locations, and areas of significance of archaeological sites are not disclosed to help preserve these sensitive properties.

7.1 Architecture/History Properties

7.1.1 Hopkins City Hall (HE-HOC-026), 1010 1st Street S., Hopkins

Effects from the Project on the Hopkins City Hall are limited to potential future development/redevelopment around it catalyzed by the Project in the vicinity of the Hopkins Downtown Station (Exhibit 11). The Hopkins City Hall is located within a quarter mile of the Hopkins Downtown Station (see listing of plan sheets for this property in Appendix A). While no Project work is proposed in the immediate vicinity of the Hopkins City Hall, the Hopkins Downtown Station may catalyze potential future development/redevelopment in the vicinity of the Hopkins City Hall. The Hopkins City Hall is located within the “developable area” and within a 10-minute walk from the Hopkins Downtown Station (IBI Group 2007:14; Hoisington Koepler Group Inc., et al. (HKGi), n.d.:11-10, 11-11, 11-16). Given the property’s use and the intensity of its development compared to other properties closer to the Hopkins Downtown Station, there is low potential for this historic property to be redeveloped. This assessment is supported by one of these station area planning studies, which indicates that the Hopkins City Hall property is not a site identified for potential redevelopment; however, it is bordered by such sites immediately to the south and slightly to the east (HKGi, n.d.:11-16). Development catalyzed by the Project on these nearby sites could potentially alter the setting of the Hopkins City Hall. However, due to development limits set by current zoning, the scale of new development would be limited and generally consistent with the size and scale of existing development in the City Hall’s setting. As a result, the changes to the setting of the Hopkins City Hall would not diminish it in such that it would adversely affect the ability of this historic property to convey its significance, which is under NRHP Criterion A in the area of Community Planning and Development. Therefore, a finding of No Adverse Effect has been made for the Hopkins City Hall.

7.1.2 Hopkins Downtown Commercial Historic District (HE-HOC-027), Mainstreet, 8th Avenue to 11th Avenue, Hopkins

Effects from the Project on the Hopkins Downtown Commercial Historic District are limited to potential future development/redevelopment within and adjacent to the historic district catalyzed by the Project in the vicinity of the Hopkins Downtown Station. The Hopkins Commercial Historic District is located within a quarter mile of the Hopkins Downtown Station. While no Project work is currently proposed in the immediate vicinity of the historic district (see listing of plan sheets for this property in Appendix A), planning for the Hopkins Downtown Station emphasizes creating a strong link from this station to downtown Hopkins, including the Hopkins Downtown Commercial Historic District (Exhibit 12), and prioritizes economic revitalization of the area (Bolton & Menk, Inc., 2014). Therefore, the introduction and operation of the Hopkins Downtown Station is likely to catalyze potential development/redevelopment both within and adjacent to historic district. Since the historic district is already developed, it is located outside of the “developable area” (IBI Group 2007:14; HKGi, n.d.:11-16). However, the eastern portion of the district is within a 10 minute walk from the Hopkins Downtown Station and it is bordered by identified development/redevelopment sites immediately to the southeast. At a minimum, development/redevelopment adjacent to the historic district will alter its setting. The principal views to, from, and within the district are primarily along Mainstreet, development/redevelopment of adjacent areas to the south would not diminish the setting of the district in a way that would compromise its ability to convey its significance, which is under NRHP Criterion A in the area of Commerce.

EXHIBIT 11

Hopkins City Hall

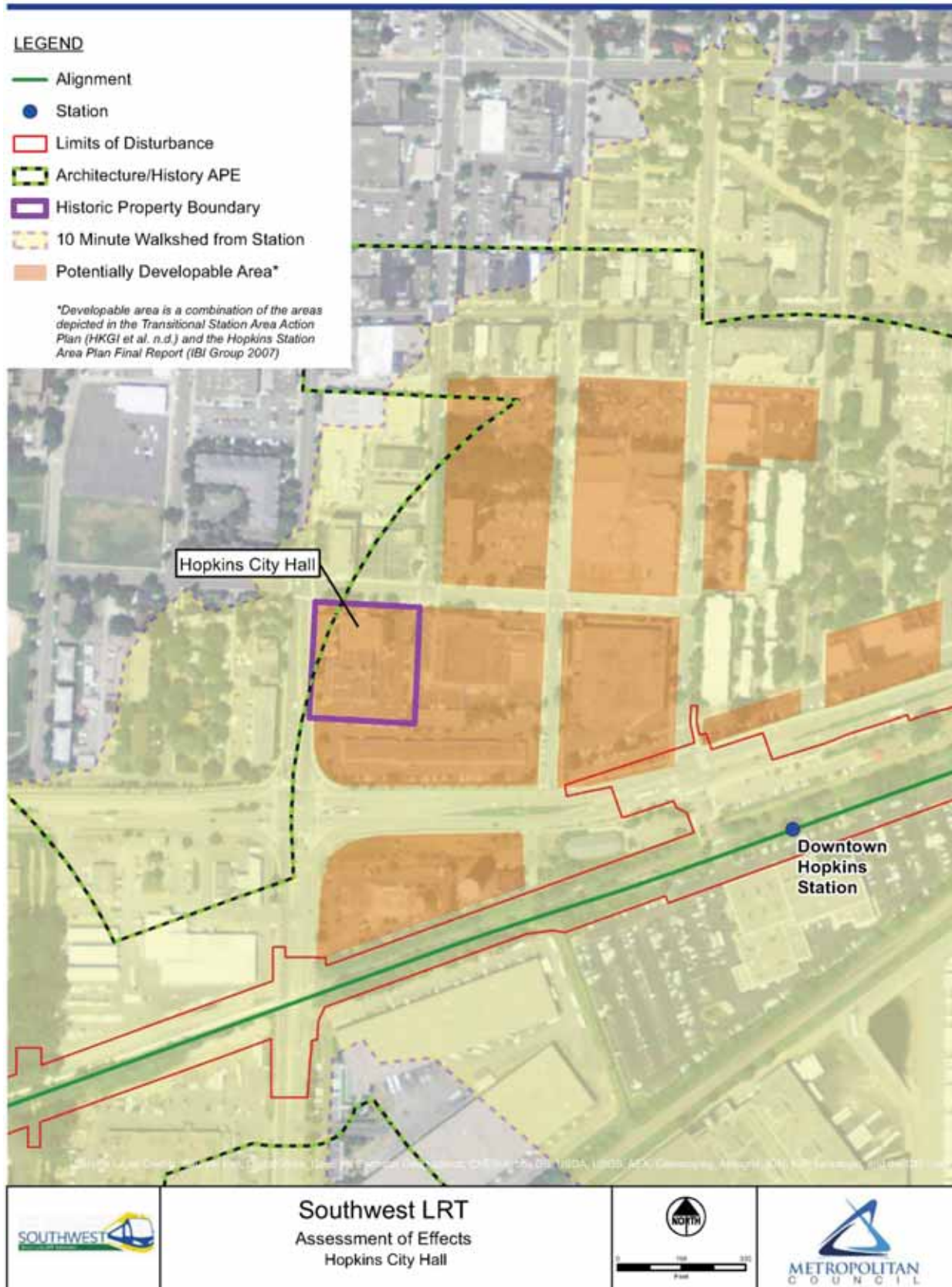
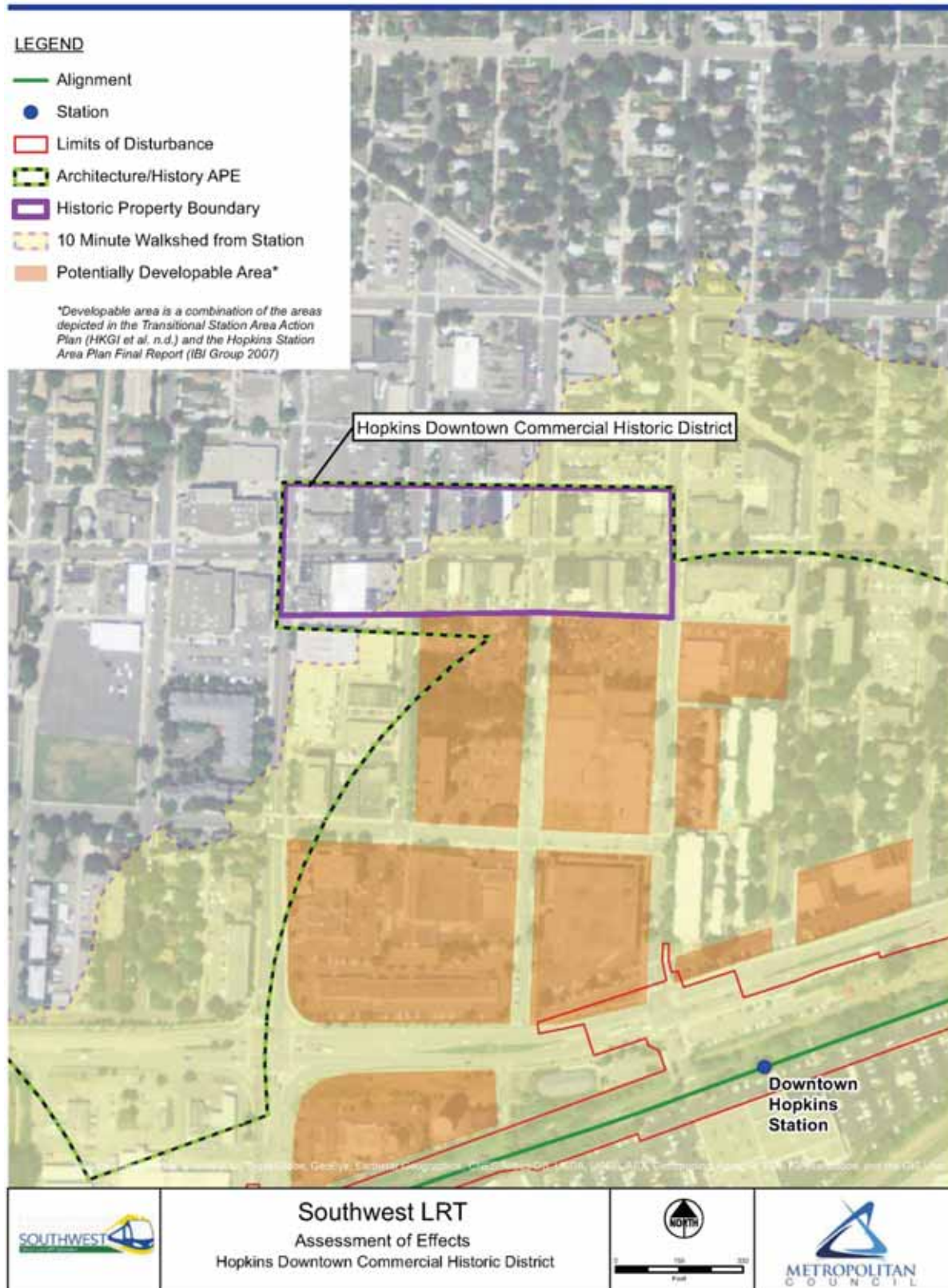


EXHIBIT 12

Hopkins Downtown Commercial Historic District



However, historic buildings are often at risk during a redevelopment process if incentives are not offered to encourage their preservation, so potential redevelopment catalyzed by the Project may result in alterations to, or demolition of, buildings in the historic district, which would diminish the district's integrity and, thereby, the ability of the district to convey its significance. Therefore, to avoid future adverse effects from potential development catalyzed by the Downtown Hopkins Station, within the district and visual effects to its setting, the Project will prepare a NRHP Nomination for the historic district. This documentation may be used by the MnSHPO, at its discretion and in consultation with the City, to nominate the district to the NRHP. Listing the district in the NRHP would make historic preservation tax credit incentives and other financial resources for rehabilitation projects available, as well as allowing for the use of Minnesota's building code for historic buildings, which would encourage the preservation of the district's historic buildings and character. Furthermore, the Project will implement a public education effort to educate property owners on the benefits of, and incentives for, historic preservation to encourage rehabilitation or restoration of properties in the Hopkins Commercial Historic District. Therefore, with implementation of the measures to minimize potential effects on this district and to avoid an adverse effect, all of which will be documented in the Section 106 MOA for the Project, a finding of No Adverse Effect has been made for the Hopkins Commercial Historic District.

7.1.3 Minneapolis & St. Louis Railway Depot (HE-HOC-014), 9451 Excelsior Boulevard, Hopkins

Effects from the Project on M&StL Depot include changes to the depot's setting from introduction of LRT infrastructure and the potential physical damage from vibration during construction (Exhibit 13). Construction of the Project will cause an indirect visual effect by altering the setting of the depot due to the addition of LRT infrastructure, including LRT tracks, catenary, and a new bridge over the TC&W rail line and Excelsior Boulevard (see listing of plan sheets for this property in Appendix A). The LRT tracks and approach to the bridge will be constructed along the alignment M&StL line that historically passed in front of the depot. The original design for the bridge called for the western approach for the bridge to begin approximately 250 feet west of the depot, so that the tracks would be elevated approximately seven feet above grade as they passed the east end of the depot, which would have resulted in the introduction of an approximately nine foot tall wall (additional height is the curb) with a railing directly in front of the depot (Exhibit 14; see profile view in 60 percent plans, Appendix A, Volume 2, Sheet 130 of 199). The introduction of such a wall would have blocked historic views to and from the depot and substantially severed the visual connection with the historic rail corridor with which it is associated. To minimize effects to the depot's setting, feeling and association from the introduction of LRT infrastructure, and to avoid an adverse effect, the western approach of the LRT bridge over Excelsior Boulevard and the TC&W line has been shifted so that it now begins approximately 25 feet west of the depot, with the light rail rising as it extends eastward past the depot toward Excelsior Boulevard (see Exhibits 14 through 16). At the east end of the depot, the light rail tracks will be approximately two feet above the existing railroad tracks. The multi-use trail between the light rail alignment and the depot, as well as the paved plaza area adjacent to the depot, will remain. As a result, historic views to and from the depot, and the visual connection with the railroad corridor will be maintained, thereby minimizing changes to the depot's setting, feeling, and association. To avoid any potential adverse effect to this property as a result of the design and aesthetics of the new bridge and other Project infrastructure, elements of the Project adjacent to and in the vicinity of the depot will be designed in accordance with the *SOI's Standards*. To confirm that the design will meet the *SOI's Standards*, the Project will continue to consult with MnSHPO on the design and aesthetics of the bridge through a design review process that will be outlined in the Project's Section 106 MOA.

During Project construction the use of heavy equipment such as pile drivers, vibratory hammers, and hoe rams may be required in close proximity to the depot to construct the pilings and footings for the bridge, as well as the use of vibratory compactors and loaded trucks needed to construct the bridge and other Project infrastructure. Construction vibration has the potential to cause direct physical effects to the property in the form of physical damage to the structure. To avoid a direct adverse effect from construction, prior to initiating construction activities in the vicinity of the M&StL Depot, the Project will develop and implement a Construction Protection Plan (CPP) that will include measures that will be undertaken to avoid potential direct effects to the depot from construction activities and construction vibration. This will include pre- and post-construction survey, limiting construction disturbance, vibration monitoring, and protection from construction storage and staging. Therefore, with the implementation of these measures to minimize effects on the depot and to avoid an effect, all of which will be documented in the Section 106 MOA for the Project, a finding of No Adverse Effect has been made for the M&StL Depot.

7.1.4 Chicago, Milwaukee, St. Paul & Pacific Railroad Depot (HE-SLC-008), 6210 W 37th Street, St. Louis Park

Effects from the Project on the CMStP&P Depot include changes to the depot's setting from the introduction of LRT infrastructure to the adjacent railroad corridor in the vicinity of the depot, as well as potential future development/redevelopment in the vicinity of the depot catalyzed by the Project around the Wooddale Station (Exhibit 17; see listing of plan sheets for this property in Appendix A).

The introduction of LRT tracks and catenary to the adjacent railroad corridor with which the depot is associated, and the placement of a signal bungalow near the depot change the property's setting. However, the LRT guideway that passes the depot follows the rail corridor and does not infringe on the depot property. The original design for the Project included the placement of the signal bungalow in the existing railroad corridor between the tracks and the depot property. This would have resulted in a partial blockage of views between the depot and that railroad line with which it is historically associated; thereby diminishing the setting of the depot and its visual connection and association with the railroad line. Therefore, to minimize the visual effect from the introduction of a signal bungalow into the depot's viewshed of the railroad corridor, and avoid diminishing the depot's integrity of setting and association, the location of the signal bungalow was shifted approximately 150 feet west along the Project alignment, to location west just of the depot property. This minimized the signal bungalow's visual prominence from the depot and avoids obstructing the direct visual connection between the depot and the railroad corridor (Exhibit 18).

The Project will also construct noise walls along the alignment, in the railroad corridor, between the depot and the light rail. These walls will be solid, opaque structures that will be approximately eight to eleven feet tall (see listing of plan sheets for this property in Appendix A, LRCI 33 Cross Sections Sheets 1-8 of 8 and Trail Extension Sheets 9-12 of 30). The introduction of noise walls will introduce a new visual element and sever the direct visual connection and relationship between the depot and the railroad tracks. This will adversely affect the integrity of setting, feeling, and association of the depot and diminish its ability to convey its significance, which is under NRHP Criterion A in the area of Transportation.

The depot is within a 10 minute walk from the Wooddale Station and there is strong potential for redevelopment around this station (HKGI, n.d.:8-13). However, the analysis indicates that the areas subject to potential development/redevelopment catalyzed by the introduction of the Wooddale Station are all located east of Wooddale Avenue, at least two blocks from the CMStP&P Depot. Given the intervening buildings between the depot and potential redevelopment areas, redevelopment catalyzed by the Project would have a negligible effect on its setting and would not result in an adverse visual effect.

Due the introduction of noise walls that will diminish visual character of the depot's setting and disrupt its visual connection with the railroad with which it is associated, thereby diminishing its integrity of association, a finding of Adverse Effect has been made for the CMStP&P Depot. After the final determination of effect is made for the Project, FTA will consult with MnSHPO and other consulting parties to seek measures to avoid, minimize, or mitigate the adverse effect of the Project on the CMStP&P Depot. Measures identified will be documented as stipulations in the Section 106 MOA.

7.1.5 Peavey-Haglin Experimental Concrete Grain Elevator (HE-SLC-009), Highways 100 and 7, St. Louis Park

Effects from the Project on the Peavey-Haglin Experimental Concrete Grain Elevator that were considered include change in access, changes to its setting, and vibration from construction (Exhibit 19). The original Project plans called for removal of the existing Cedar Lake Trail that extends past the elevator within the railroad corridor in which the Project will be constructed (Exhibit 20). Removal of this trail would have eliminated public access to the elevator. Since public access is an important aspect of understanding the significance of this NHL, to avoid a potential effect from diminished access, Project plans have been revised to maintain the trail within its present corridor. As part of Project construction, the trail will be removed and then reconstructed generally along its existing alignment in the vicinity of the elevator (Exhibit 20; see listing of plan sheets for this property in Appendix A). In addition, a connection to a park and street just west of the elevator property will also be maintained. These revisions to the Project avoid the potential effect of diminished access to this NHL.

Construction of the Project will also cause changes to the property's setting through the introduction of light rail tracks and overhead power system to the railroad corridor that is adjacent to the elevator property and the construction of a TPSS nearby. The light rail tracks will be located within the existing railroad corridor, but across the existing railroad tracks from the elevator. Given this location, the light rail tracks and overhead power system will not infringe on the elevator property or its immediate setting. The light rail tracks and overhead power system are also compatible with the railroad corridor which is part of the setting of the elevator. While a TPSS will be located in the general vicinity of the elevator, it will be over 500 feet to the southwest, approximately 450 feet west along the Project alignment from the elevator, and across the freight rail and light rail alignments (Exhibit 20). Additionally, given the generally size of the TPSS compared to other buildings in the area and its limited height, it will result in no more than a minimal visual effect on the setting of the elevator and views of it and will not diminish the setting of the elevator.

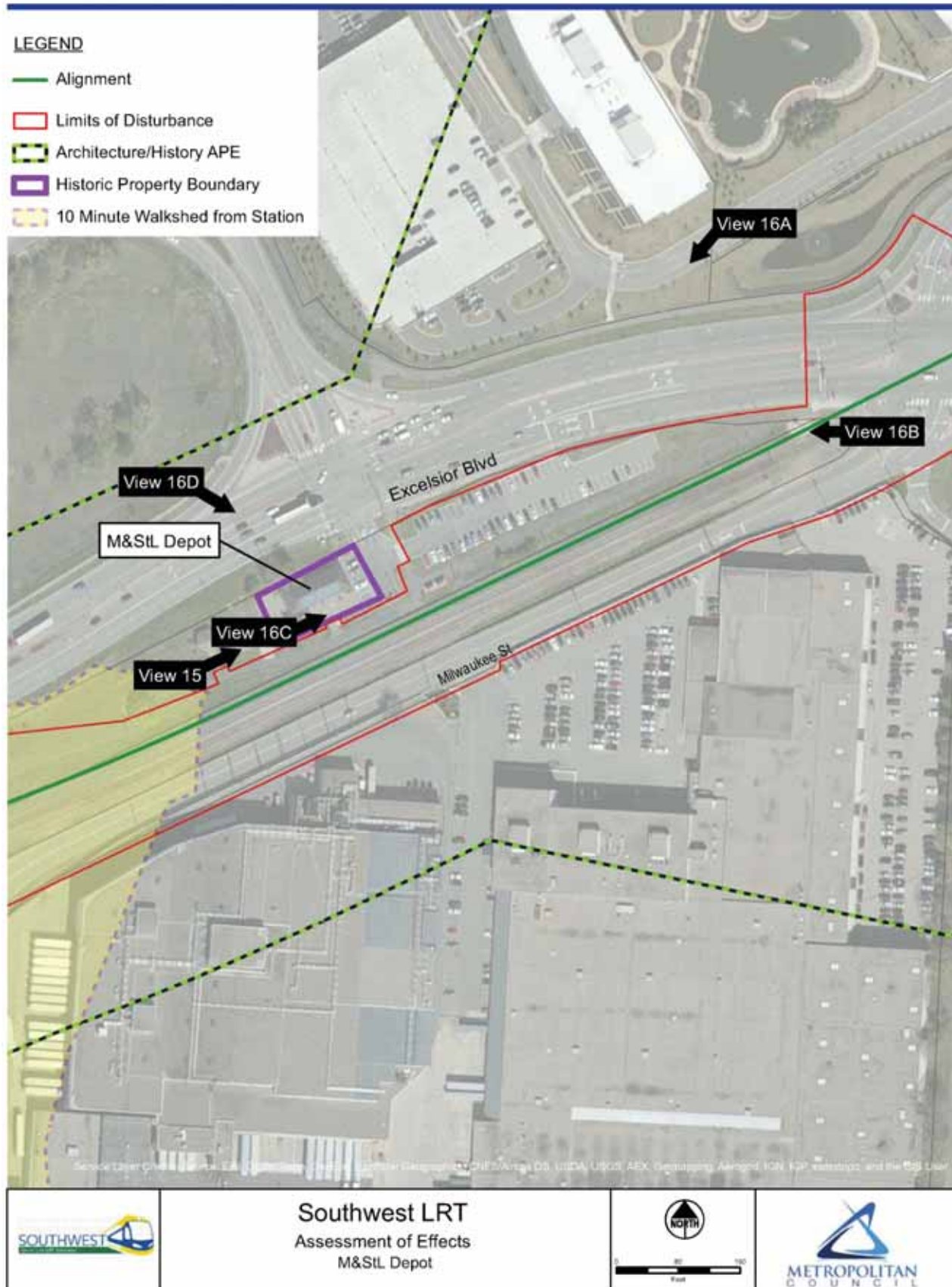
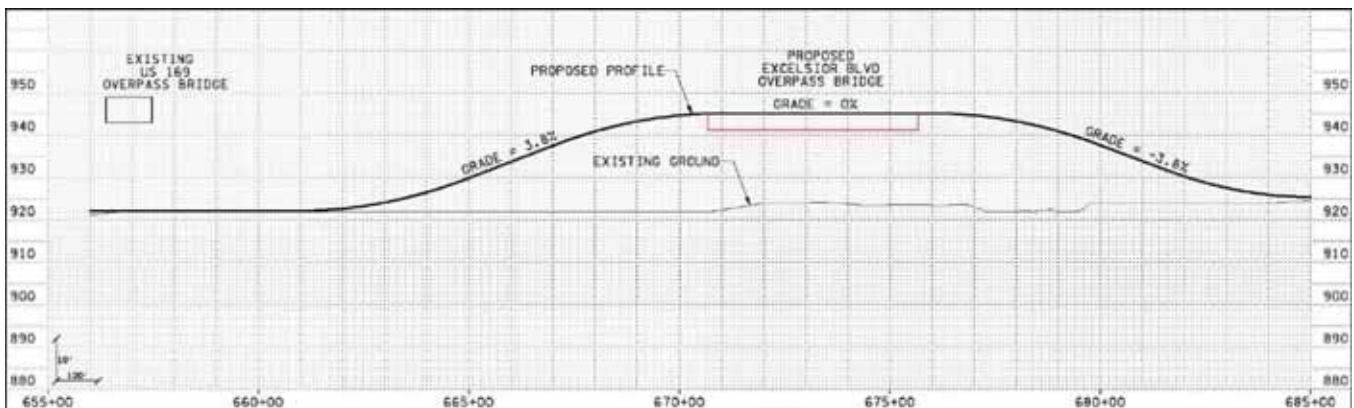
EXHIBIT 13
M&StL Depot

EXHIBIT 14

Alignment in Vicinity of M&StL Depot



A. Conceptual Engineering Plans (approximately 15 percent design) Plan View



B. Conceptual Engineering Plans Profile View of Proposed Excelsior Boulevard Overpass Bridge



C. 60 percent Design Plan View

EXHIBIT 15

View From the Area South of Excelsior Boulevard Looking East Toward the M&StL Depot (Views A and B)



View A. Existing view from the area south of Excelsior Boulevard looking east toward the Depot



View B. Simulation of the view as it will appear when the Project is constructed

EXHIBIT 16

Visualizations of the Proposed LRT Bridge and the M&StL Depot (Views A and B)



View A. Overview of LRT bridge in vicinity of M&StL Depot looking southwest



View B. Overview of LRT bridge in vicinity of M&StL Depot looking west

EXHIBIT 16

Visualizations of the Proposed LRT Bridge and the M&StL Depot (Views C and D)



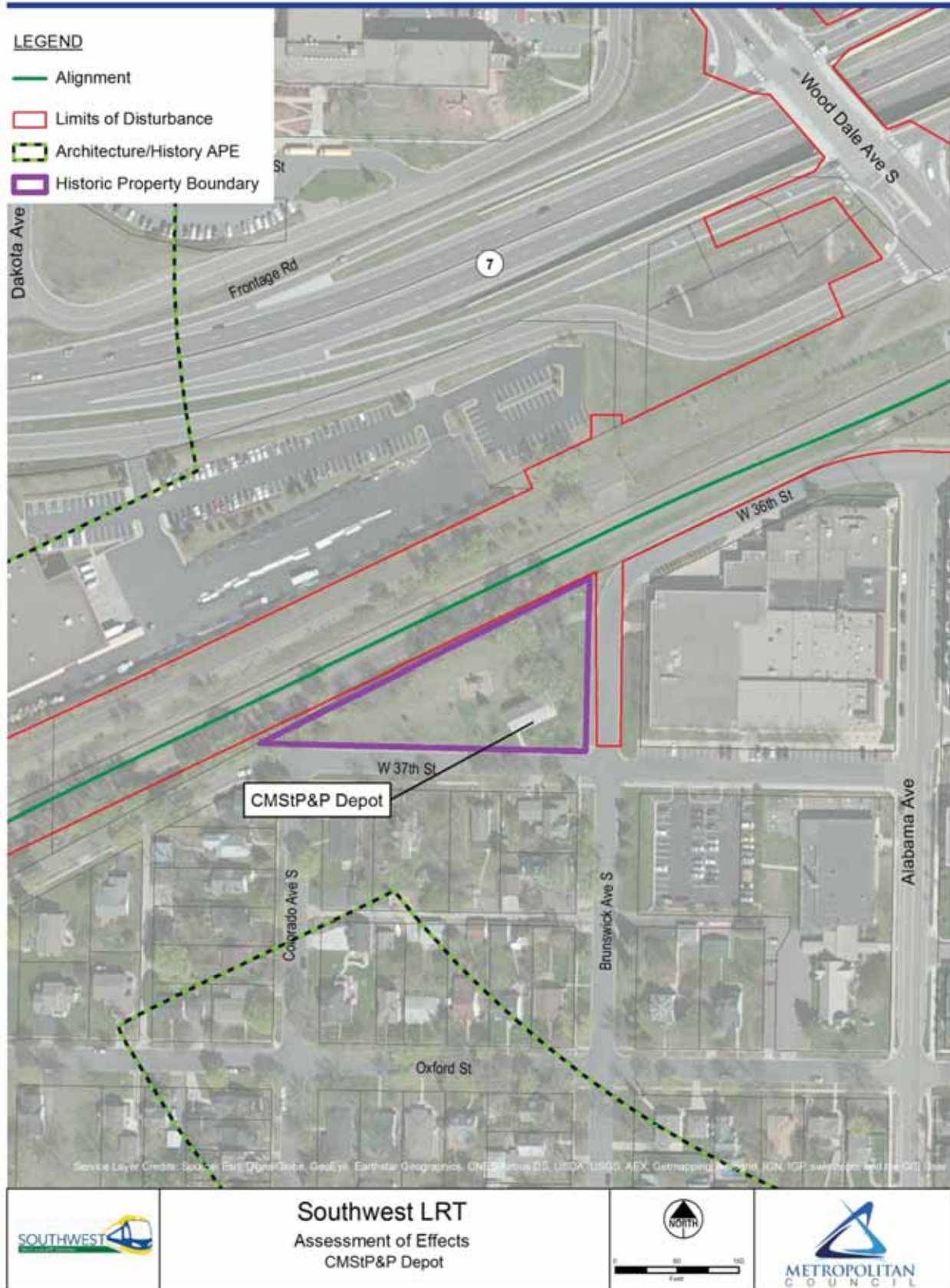
View C. View looking northeast along the trail towards the depot and bridge as it will appear after development of the Project



View D. View of bridge from ground level looking southeast as it will appear after development of the Project

EXHIBIT 17

CMStP&P Depot



Plan View of CMStP&P Depot and Vicinity



EXHIBIT 19

Peavey-Haglin Experimental Concrete Grain Elevator

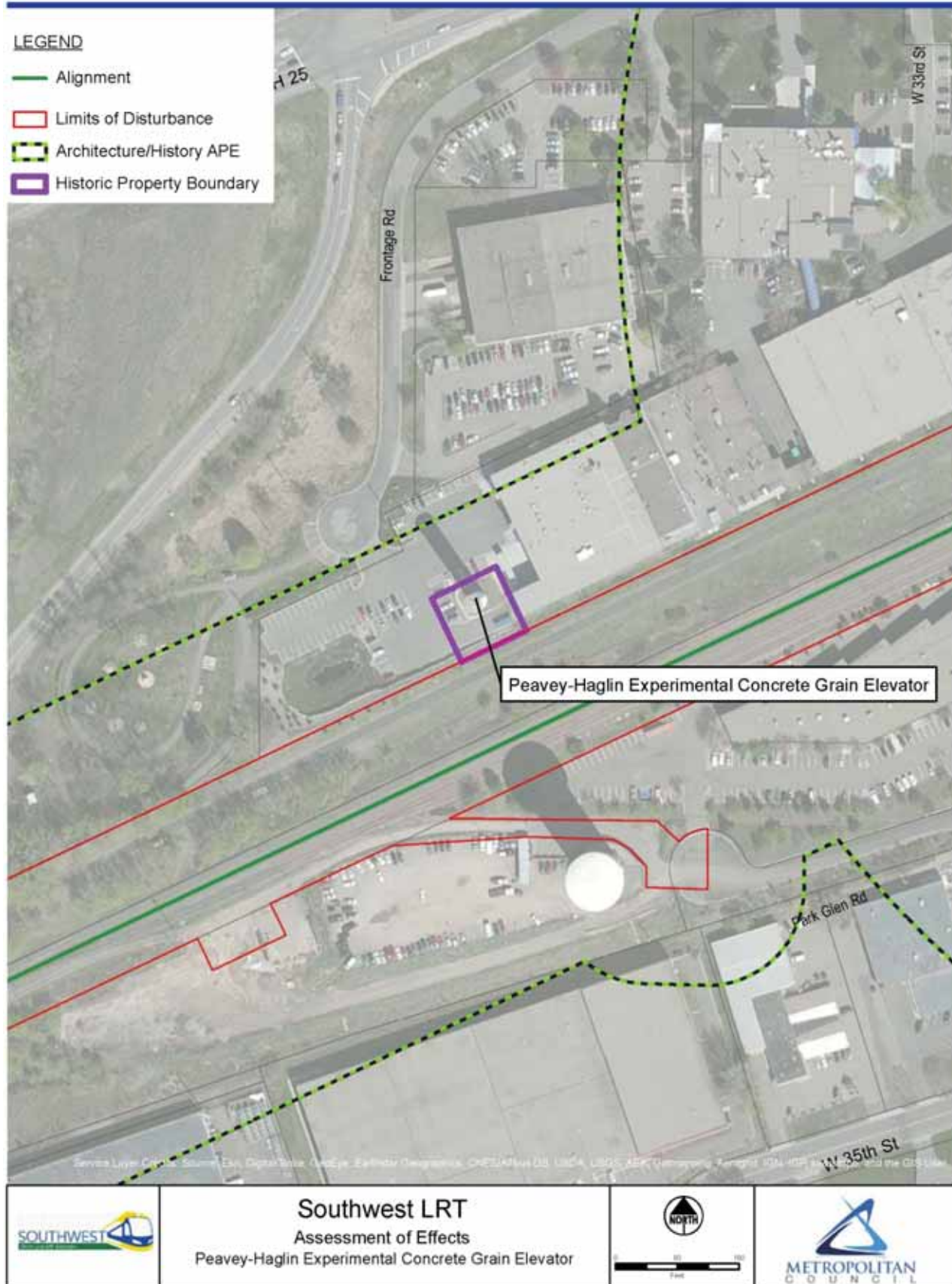
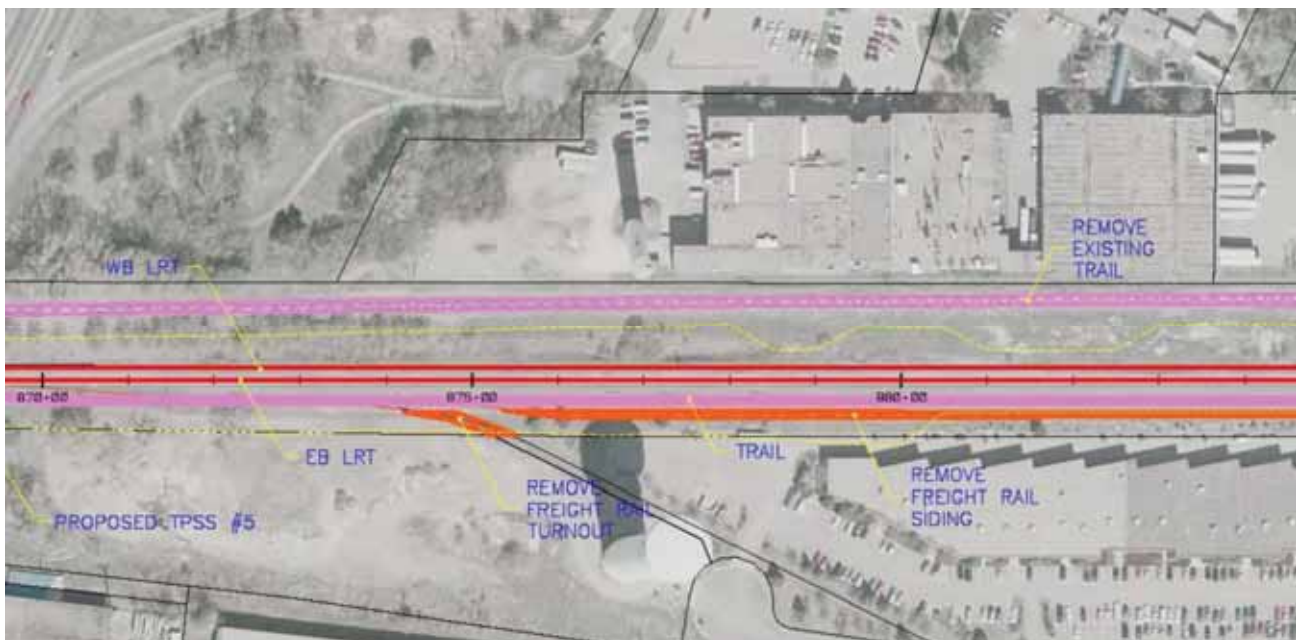


EXHIBIT 20

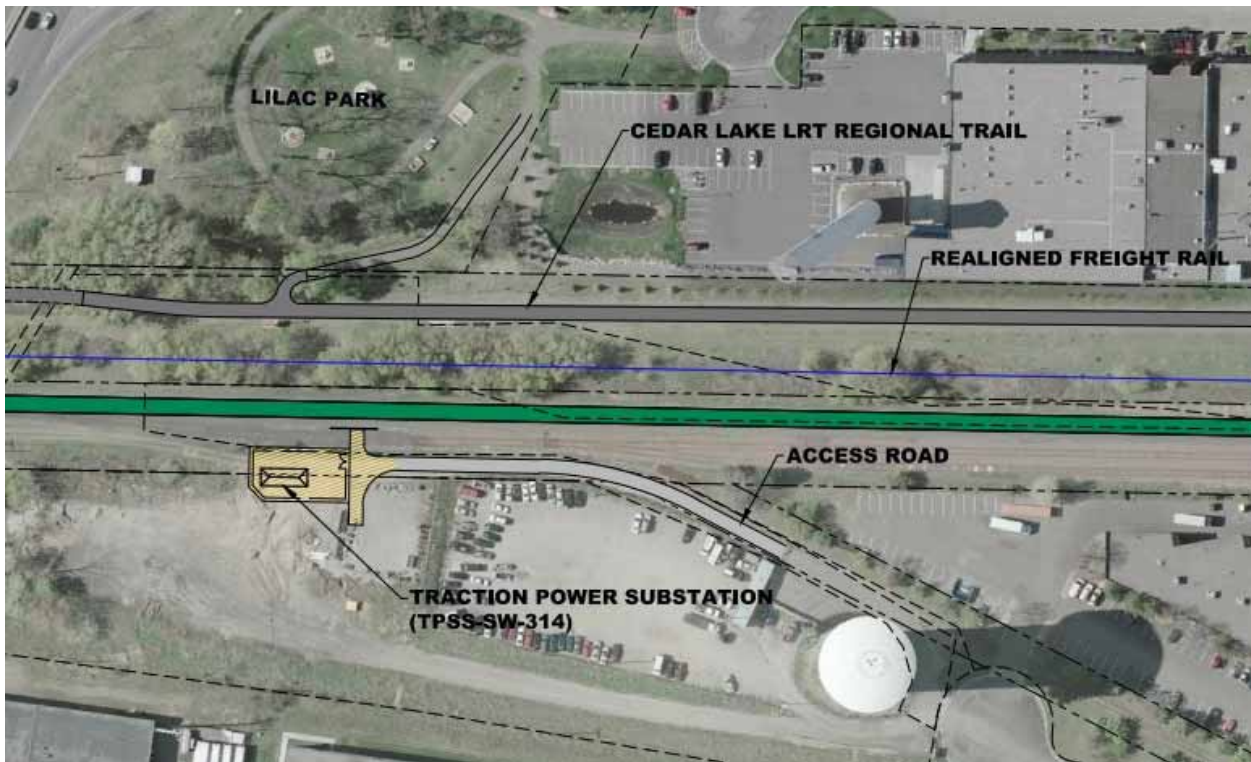
Peavey-Haglin Experimental Concrete Grain Elevator Setting, Viewshed, and Plan View



A. View along trail looking northeast (within public right-of-way) showing current access to elevator



B. Conceptual Engineering Plans Profile View of Proposed Removal of Cedar Lake Trail



C. 60 Percent Design Plan View



D. View (within public right-of-way) from Grain Elevator to future TPSS

The elevator is located within 50 feet of the construction limits for the Project and could be subject to potential vibration from construction activities, which will result from the operation of heavy equipment such as pile drivers, vibratory hammers, hoe rams, vibratory compactors, and loaded trucks needed to construct the Project. Construction vibration has the potential to cause direct physical effects to the property in the form of physical damage to the structure. Therefore, to minimize harm to this NHL to the maximum extent possible (36 CFR 800.10) from potential construction vibration, and to avoid a direct adverse effect from physical damage resulting from vibration, the Project will develop and implement a CPP that will identify measures that will be undertaken to avoid potential direct adverse effects from construction vibration by pre- and post-construction survey, vibration monitoring during construction, limiting construction disturbance, and protecting the elevator from construction storage and staging. The Project will also continue to consult with MnSHPO through a design review process for the TPSS siting to confirm that the visual effect of the TPSS to the setting of the elevator is minimized. Therefore, with implementation of these measure, which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for the Peavey-Haglin Experimental Concrete Grain Elevator.

7.1.6 Hoffman Callan Building (HE-SLC-055), 3907 Highway 7, St. Louis Park

Effects from the Project on the Hoffman Callan Building are limited to potential future development/redevelopment catalyzed by the Project in the vicinity of the West Lake Station (Exhibit 21). The Hoffman Callan Building is located within a quarter mile of the West Lake Station, and while no Project work is proposed in the immediate vicinity of the building, the West Lake Station may catalyze future development/redevelopment in the vicinity of the Hoffman Callan Building. The Hoffman Callan Building is located outside of the 10-minute walkshed for the West Lake Station (see Exhibit 21). Additionally, it is not a site identified for potential redevelopment (see Exhibit 21). Sites identified for potential redevelopment catalyzed by the Project are concentrated in areas east of the LRT alignment. The only site west of the West Lake Station that is identified for potential redevelopment is located a block east of the Hoffman Callan Building (HKGi, n.d.:6-10, 6-11). Given the Hoffman Callan Building's location near the edge of the West Lake Station 10 minute walk shed and the presence of many other properties closer to the station that present better opportunity for redevelopment, there is low potential for this historic property to be redeveloped. Development catalyzed by the Project, specifically development of the property located a block to the northeast of the Hoffman Callan Building, could minimally alter the setting of the Hoffman Callan Building in that the redevelopment might be visible when looking down the street from the front of the building. However, the introduction of such development, even if large in scale, would not alter the setting of the Hoffman Callan Building in a way, or to a degree, that would diminish the ability of this property to convey its historic significance, which is under NRHP Criterion C in the area of Architecture, or to maintain its eligibility for the NRHP. Therefore, a finding of No Adverse Effect has been made for the Hoffman Callan Building.

7.1.7 Minikahda Club (HE-MPC-17102), 3205 Excelsior Boulevard, Minneapolis

Effects of the Project on the Minikahda Club (Exhibit 22) include direct and indirect effects from pedestrian and roadway improvements at the club entrance and along its north side, a temporary easement over a small portion (.06 acre) of the club's driveway to remove existing crosswalk striping and place new striping on the adjacent street's right-of-way, and potential development/redevelopment in the vicinity of the club catalyzed by the Project around the West Lake Station.

The Minikahda Club is eligible under NRHP Criterion C in the area of Landscape Architecture. Preliminary Project plans included the acquisition of a portion of this property near the club's main entrance and the destruction of a small portion of the designed landscape in this area. To avoid the adverse effect that would have resulted from acquisition and the physical destruction of a part of the property's designed landscape, from which it derives its significance, Project designs were revised to avoid the adverse effect by reconfiguring pedestrian access in the area in order to avoid property acquisition and destruction of the designed landscape (Exhibit 23). Direct effects are now limited to a temporary easement during Project construction over a small portion of the Minikahda Club driveway, which is a bituminous surface, to remove existing crosswalk striping and place new striping on the adjacent street right-of-way. The construction activities will be temporary in duration, minor, and limited to paved areas, so they will not affect the historically significant designed landscape. Therefore, the revised Project design avoids the adverse effect of property acquisition and destruction of a portion of the designed landscape. Furthermore, the Project will develop and implement a CPP to avoid any direct physical effects to Minikahda Club during construction.

EXHIBIT 21

Hoffman Callan Building

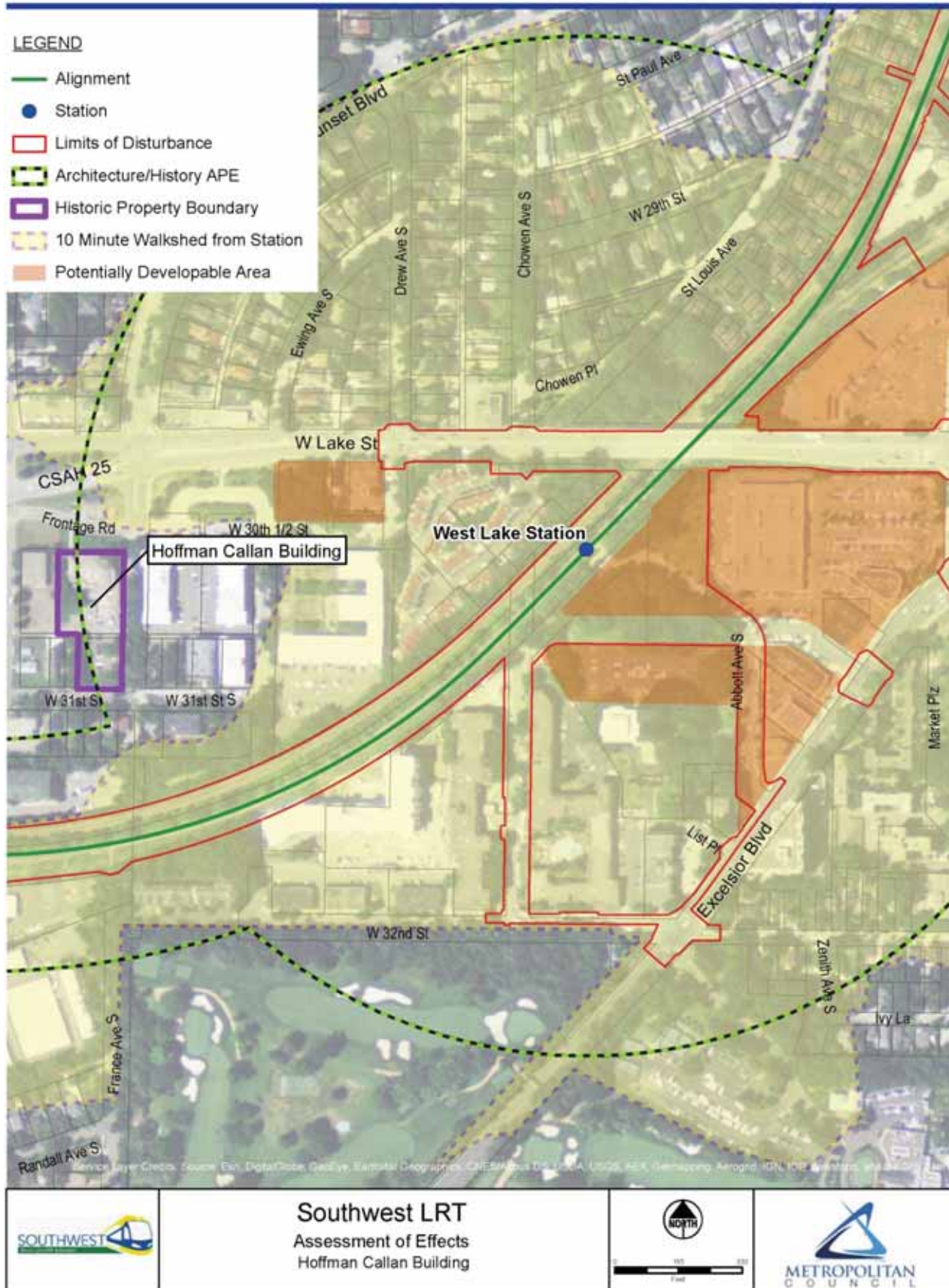


EXHIBIT 22

Minikahda Club

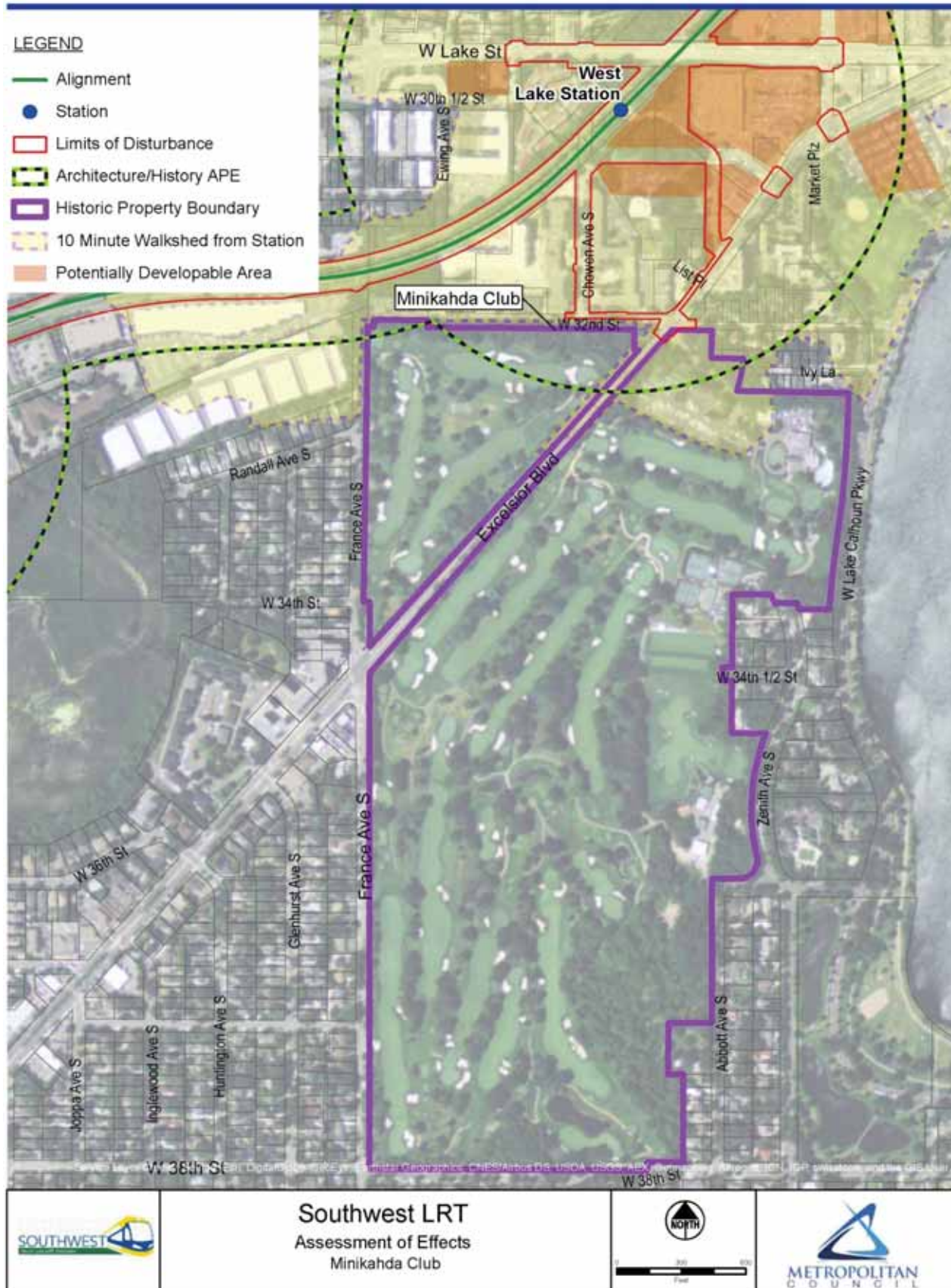
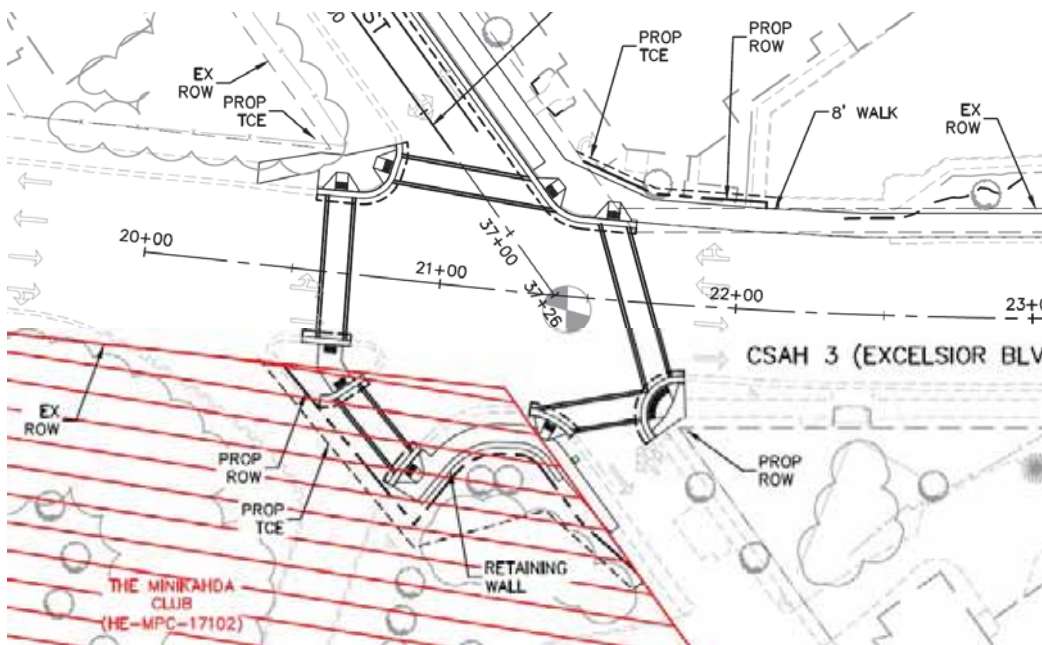


EXHIBIT 23

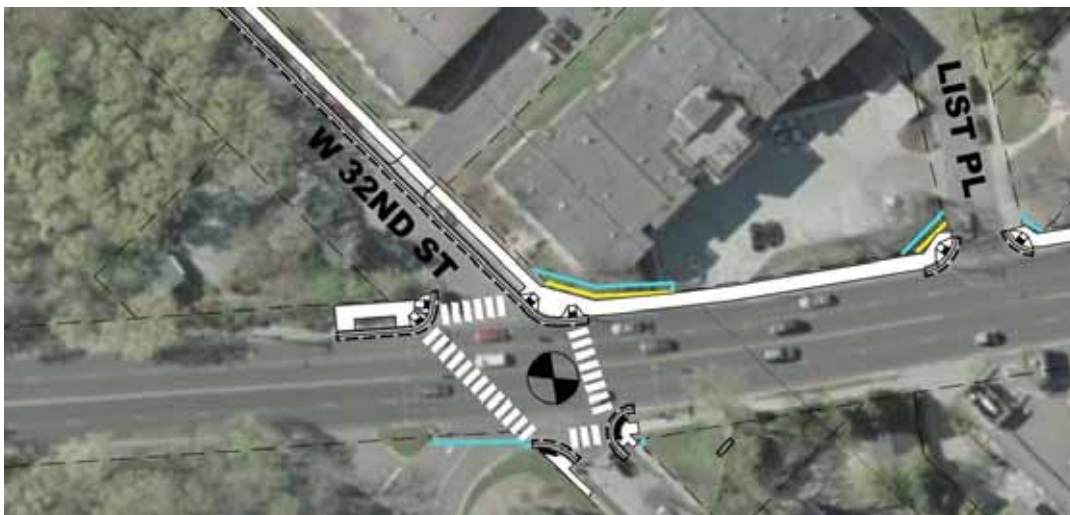
Minikahda Club Setting and Design Plans



A. Existing Minikahda Club entrance and setting



B. Preliminary Engineering Plans Plan View of Minikahda Club entrance and vicinity from November 12, 2014 submittal to MnSHPO



C. 60 Percent Design Plan View

Section 106 Assessment of Effects for Historic Properties

The Minikahda Club is located within a quarter mile of the West Lake Station and portions of the club are within the future 10-minute walkshed for the Station (Exhibit 22). The West Lake Station has strong redevelopment potential (HKGi, n.d.:6-18). However, the club is not a site identified for potential redevelopment. Sites identified for potential redevelopment catalyzed by the Project are concentrated in areas beginning roughly a half block northeast of the Minikahda Club and extending away from it to the northeast. Development catalyzed by the Project in these areas could potentially minimally alter the setting of a small portion of the Minikahda Club; however, the effect would be limited, as much of the club property is bounded by a dense vegetative screen that would block all but skyline views that already include tall buildings within the viewsheds towards the areas of potential redevelopment (see listing of plan sheets for this property in Appendix A). However, the introduction of such development, even if large in scale, would not alter the setting of the designed landscape in a way that would preclude it from being able to convey its historic significance, or its eligibility for the NRHP. Therefore, with the measure to develop and implement a CPP, which will be documented in the Project's Section 106 MOA, a finding of No Adverse Effect has been made for this property.

7.1.8 Grand Rounds Historic District (XX-PRK-0001), Minneapolis

Within the GRHD there are ten discrete contributing and three discrete non-contributing elements located within the architecture/history APE for the Project. Each of these elements has unique characteristics that qualify it for the NRHP, so each will be affected in different ways, and to varying degrees by the Project. An overall assessment of the effects of the Project on the district as a whole are presented below; assessments of effects on individual contributing elements to the district are presented for each individual property in subsequent sections. Collectively, effects from the Project on the GRHD include direct physical effects, changes to its setting through introduction of Project elements into and adjacent to the district, noise effects from LRT operations, changes in access, changes to traffic, and potential erosion and silt infiltration (Exhibit 24).

Direct physical effects from the Project on the GRHD include the partial destruction of, and alterations to, a portion of the Kenilworth Lagoon, including the destruction of two non-contributing bridges and the construction of three new bridges (freight rail, LRT, trail) over it, and the destruction and reconstruction of a 220 foot long segment of Cedar Lake Parkway (see listing of plan sheets for the GRHD and its contributing elements in Appendix A). These direct effects will also result in visual effects to these and other contributing elements of the historic district. The introduction of additional Project elements, including LRT tracks, overhead power system, TPSSs, signal bungalows, retaining walls, landscaping, lighting, pedestrian and traffic enhancements, and other related infrastructure into and adjacent to the district will alter the district's historic character and setting. To minimize direct effects and indirect visual effects that could diminish historic integrity of the district, the Project is designing Project elements within and adjacent to the GRHD in accordance with the *SOI's Standards*. As a result, adverse effects to the setting of nine of the contributing elements of the GRHD within the Project's architecture/history APE have been avoided. Additionally, through the implementation of this measure, the direct effect on Cedar Lake Parkway will not result in an adverse effect. While implementation of this measure has minimized some of the Project's effects on the Kenilworth Lagoon, when combined, the direct physical and indirect visual effects of the Project on Kenilworth Lagoon will alter the lagoon property in a way that diminishes its integrity of design, material, workmanship, feeling, and association.

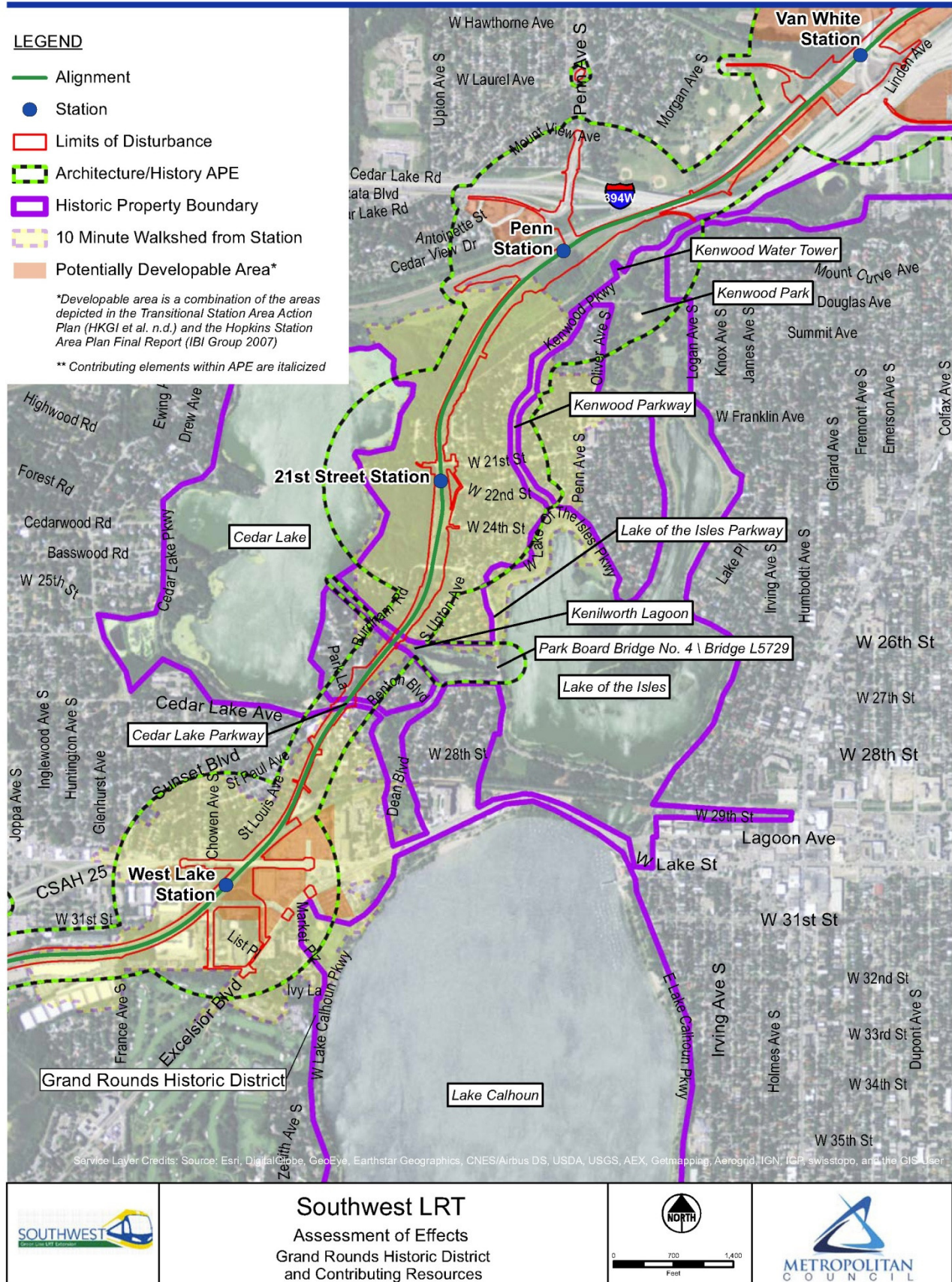
Per FTA criteria, LRT operation will result in a moderate noise effect on the Kenilworth Lagoon element for the GRHD, which will diminish the setting and feeling of this portion of the GRHD (FTA and Council, 2015). Potential noise will occur from the operation of the LRT vehicles and horn/bell sounding, which will affect the integrity of setting and feeling within a small portion of the historic district, specifically the Kenilworth Lagoon.

The operation of the 21st Street and West Lake stations will cause some minor changes to traffic and parking within and in the vicinity of several elements of the GRHD. The Project will implement improvements to improve access pedestrian access to several elements of the historic district. Based on the assessments that can be found in the following sections on individual contributing elements of the district, collectively these changes will not alter the historic integrity of the district in a way that would diminish its ability to convey its historic significance (Southwest LRT Advanced Design Consultant [ADC], 2015).

Construction vibration and ground disturbance has the potential to cause direct physical effects to a small portion of the GRHD in the form of physical damage such as erosion and silt infiltration. To avoid these potential effects, the Project will develop and implement a CPP that will identify measures to be undertaken to avoid potential direct adverse effects from ground disturbance and silt infiltration by limiting construction disturbance.

EXHIBIT 24

Grand Rounds Historic District



Based on the direct physical and indirect visual and noise effects that will diminish the design, material, workmanship, feeling, and association of the Kenilworth Lagoon, which is a contributing element to the GRHD, an Adverse Effect finding has been made for the GRHD. Measures will be included in the Section 106 MOA to avoid, minimize, and mitigate effects to the GRHD, including designing Project elements within and in the vicinity of the GRHD in accordance with the *SOI's Standards*, continuing consultation on the design of these elements with MnSHPO and other consulting parties, and the implementation of a CPP. Thus far, all efforts related to the adverse effect related to the Kenilworth Crossing have focused on minimizing the adverse effect. Subsequent to making a final determination of effect for the Project, FTA will consult with MnSHPO and other consulting parties to identify appropriate mitigation for the adverse effect, which will be documented in the Section 106 MOA.

7.1.8.1 Lake Calhoun (HE-MPC-1811)

Effects from the Project on Lake Calhoun (see Exhibit 24) include development/redevelopment catalyzed by the Project around the West Lake Station, minor pedestrian and roadway improvements near the Lake Calhoun Playing Fields, and changes in traffic and parking patterns around the Lake Calhoun Playing Fields related to operation of the West Lake Station.

The northwest edge of Lake Calhoun, which includes the Lake Calhoun Playing Fields, is located within a quarter mile of the West Lake Station and portions of the park are within the future 10-minute walkshed for the Station (Exhibit 24; see listing of plan sheets for this property in Appendix A). The West Lake Station has strong redevelopment potential (HKGi, n.d.:6-18). However, the park is not a site identified for potential redevelopment. Sites identified for potential redevelopment catalyzed by the Project are concentrated in the area extending from the station to Lake Calhoun, and to the north. Identified redevelopment sites include one abutting the playing fields, but there is already large-scale development, both historic and modern, along the northern half of the lake. Given this, the introduction of additional, similarly scaled development into a small portion of one of many viewsheds from the lake (one that already includes large-scale development) will have a minimal effect on the setting of Lake Calhoun. The pedestrian and roadway improvements proposed at the intersection Excelsior Boulevard and Market Plaza, adjacent to the Lake Calhoun Playing Fields, are minor in scale and consistent in design with existing traffic signals, pedestrian ramps, and signage and lighting in the area. Therefore, Project improvements will have a negligible visual effect on the setting of the Lake Calhoun Playing Fields. Accordingly, Project elements and development potentially catalyzed by it would not diminish the setting of the lake in a way that would preclude it from being able to convey its historic significance, which is under NRHP Criteria A and C within the areas of Community Planning and Development, Entertainment/Recreation, and Landscape Architecture, or its eligibility for the NRHP.

A traffic study completed for the West Lake Station indicates that drop-off traffic associated with the station is expected to be minimal throughout the day and will arrive and depart via Excelsior Boulevard, which will not change the traffic characteristics of the surrounding roadway network (ADC, 2015). The study also indicates that potential parking effects from the station will be negligible due to the limited amount of on-street parking in the vicinity of the station, limited permitted parking at the Calhoun Executive Center, the existing heavy parking demand that results in limited parking availability, and inconvenient vehicular and pedestrian access to the station. The expected result is limited potential hide-and-ride use of this station and that potential park-and-ride users will access LRT at the Belt Line Station that is located less than a mile to the west and which includes a park-and-ride facility. As a result, no significant changes in parking near the Lake Calhoun Playing Fields are expected and minor changes will not diminish the ability of this property to convey its historic significance.

To avoid diminishing the visual character of the immediate setting of the Lake Calhoun Playing Fields, the Project will continue to consult with MnSHPO through a design review process for the pedestrian and roadway improvements at the intersection of Excelsior Boulevard and Market Plaza to confirm that the visual character of the immediate setting of the Lake Calhoun Playing Fields is not diminished. Therefore, with implementation of these measures, which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for Lake Calhoun.

7.1.8.2 Cedar Lake (HE-MPC-1820)

Effects from the Project on Cedar Lake include a minor change in the lake's setting due to the introduction of Project infrastructure and improvements, potential sedimentation during construction, and noise from LRT operations (Exhibit 24). The Project will result in minor visual effects on the setting of Cedar Lake from alterations the Project will make to Kenilworth Lagoon, specifically the removal of two existing former M&StL wood trestles over the lagoon and their replacement with three new concrete bridges (trail, LRT, and freight rail) of a different design, and the reconstruction of the Cedar Lake Parkway crossing. The visibility of the new bridges across the Kenilworth Lagoon, and their visual effect on Cedar Lake, will be minimized by their distance from the lake, the narrowness of the corridor in which they will be visible, and by the intervening Burnham Road Bridge that will further block them from view from

Cedar Lake. To further minimize the visual effect of the new Kenilworth Crossing bridges on the setting of Cedar Lake, they will be designed in accordance with the *SOI's Standards* and to be compatible with their visual setting.

The Cedar Lake Parkway crossing, which will be reconstructed to accommodate the construction of a LRT tunnel under it, will be visible from South Cedar Beach. However, the at-grade railroad and trail crossing will be maintained and the reconstructed segment will be designed in accordance with the *SOI's Standards* and; therefore, will result in only minor visual change to the setting of South Cedar Beach and view from it. The Project will also continue to consult with MnSHPO and other consulting parties on the design of the alterations to Kenilworth Lagoon and Cedar Lake Parkway to confirm compliance with the *SOI's Standards*. Therefore, the collective changes to Kenilworth Lagoon and Cedar Lake Parkway will not diminish views from the lake or otherwise alter its setting in a way that could compromise its ability to convey its historic significance.

Operational noise and construction vibration were also analyzed for the Project. The park is an FTA Category 3 noise sensitive receptor, but it is outside the area of concern for noise (Cross Spectrum Acoustics [CSA], 2015). Operations vibration was not assessed since the park is an outdoor land use (FTA and Council, 2015). Construction activity has the potential to cause erosion and silt infiltration that could affect portions of Cedar Lake beyond the LOD. To avoid these potential effects, the Project will develop and implement a CPP that will identify measures to be undertaken in order to avoid potential direct adverse effects from silt infiltration by limiting construction disturbance. Therefore, with implementation of the measures identified above, including designing Project elements in accordance with the *SOI's Standards*, design review by MnSHPO, and implementation of a CPP, all of which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for Cedar Lake.

7.1.8.3 Cedar Lake Parkway (HE-MPC-1833)

Effects from the Project on Cedar Lake Parkway include direct physical effects and changes to its setting. The Project will remove and reconstruct an approximately 220 foot long segment of the parkway in order to construct a shallow LRT tunnel under it at the existing Kenilworth Corridor crossing (Exhibit 24; see listing of plan sheets for this property in Appendix A). This work will include reconstructing the existing at-grade railroad and trail crossing. In order to construct the tunnel the alignment of the existing railroad line will be shifted slightly to the west within its existing right-of-way and the profile of the parkway will be raised slightly, fewer than eight inches, from its existing profile. The 220 foot long segment of roadway being reconstructed is relatively minor in relation to the entire extent of the parkway. The Project will also design the segment of Cedar Lake Parkway to be reconstructed in accordance with the *SOI's Standards*. Therefore, reconstruction of a portion of Cedar Lake Parkway will result in a minimal, non-adverse change to the design, feeling, and association of the parkway where it crosses the existing railroad corridor.

The Project will also cause changes to the parkway's setting where it crosses the parkway by introducing features not present during period of significance. Visual effects include the introduction of a tunnel portal and signal bungalow to the railroad corridor north of the parkway, and the introduction of a TPSS to the railroad corridor south of the parkway. To avoid diminishing the visual character of the setting of the parkway, which could result in an adverse effect, the Project will design these and other elements of the Project within and in the vicinity of the parkway, in accordance with the *SOI's Standards* and will continue to consult with MnSHPO on the design of project elements in the view shed of the Kenilworth Corridor crossing.

The Project will also result in noise effects from operations related to LRVs entering and exiting the tunnel. However, as a road, the parkway is not a noise sensitive use, so the introduction of this new noise will not diminish its feeling as a road. Therefore, with implementation of the measures identified above, which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for Cedar Lake Parkway.

7.1.8.4 Kenilworth Lagoon (HE-MPC-1822)

Effects of the Project on the Kenilworth Lagoon include direct physical effects, changes to its visual character and setting, and noise effects from LRT operations. The Project will remove two existing former M&StL wood trestles over the lagoon (non-contributing elements to the GRHD; also historically referred to Park Board Bridge No. 5) and replace them with a wider new crossing consisting of three concrete bridges (freight rail, LRT, and trail) of a different design, construct associated retaining walls, destroy and reconstruct a portion of the contributing WPA Rustic style retaining walls, alter the topography, remove vegetation, plant new vegetation, and potentially alter the shoreline under the new crossing (Exhibits 25 through 29; see listing of plan sheets for this property in Appendix A). In addition, fencing will be installed on either side of the trail along the corridor, including the point at which it crosses Kenilworth Lagoon. Portions of the WPA walls cannot remain in place during construction since they overlap the area that needs to be excavated to place the new bridge footings. The walls are also in poor condition which further inhibits the possibility of retaining them in place during construction. Vegetation removal within the Kenilworth Lagoon and along the existing Kenilworth Corridor is necessary to accommodate the space requirements for the existing trail, the new light rail, and the existing railroad that will be shifted to the north/west through the corridor in the vicinity of the Kenilworth Lagoon.

EXHIBIT 25

Kenilworth Lagoon Existing Conditions

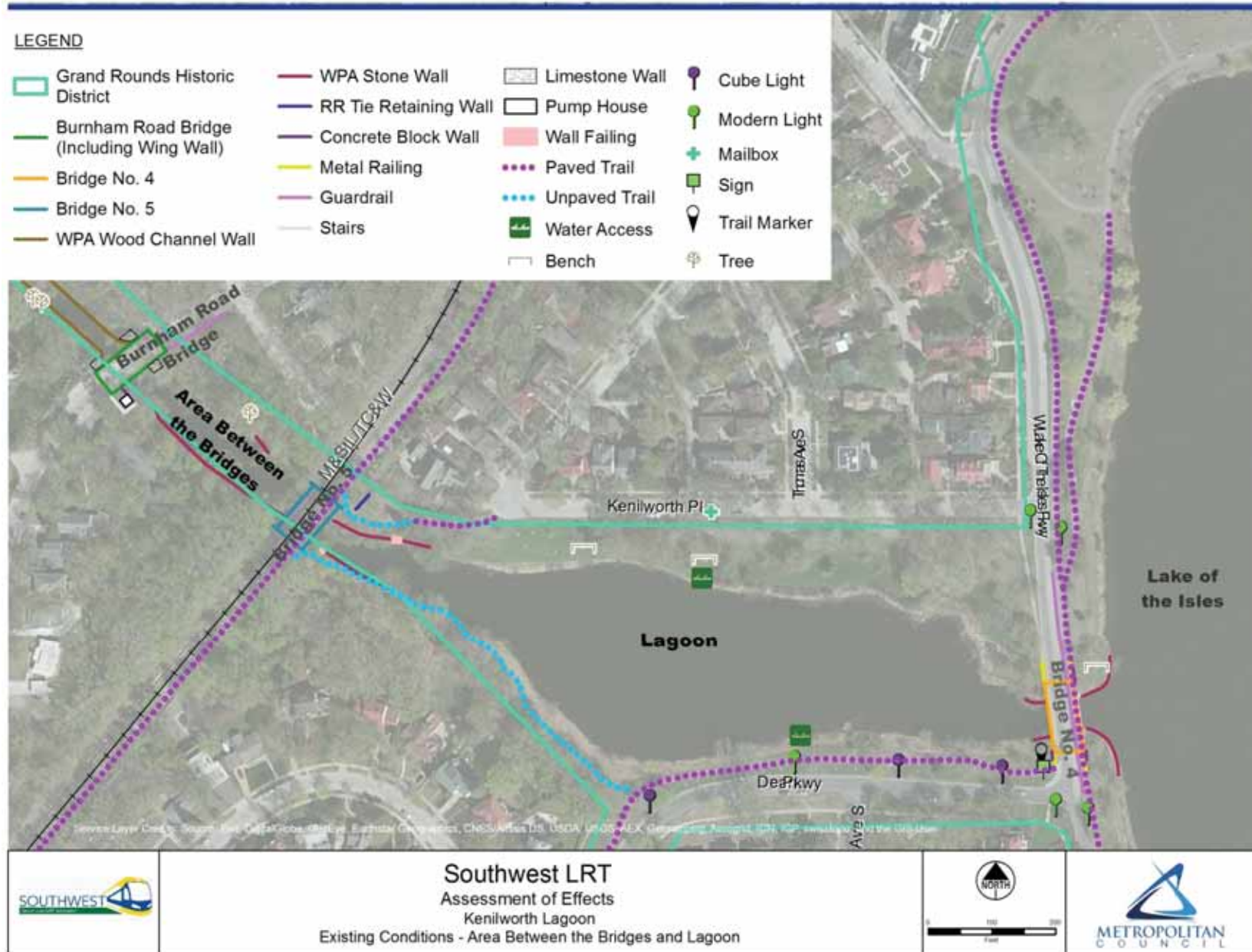
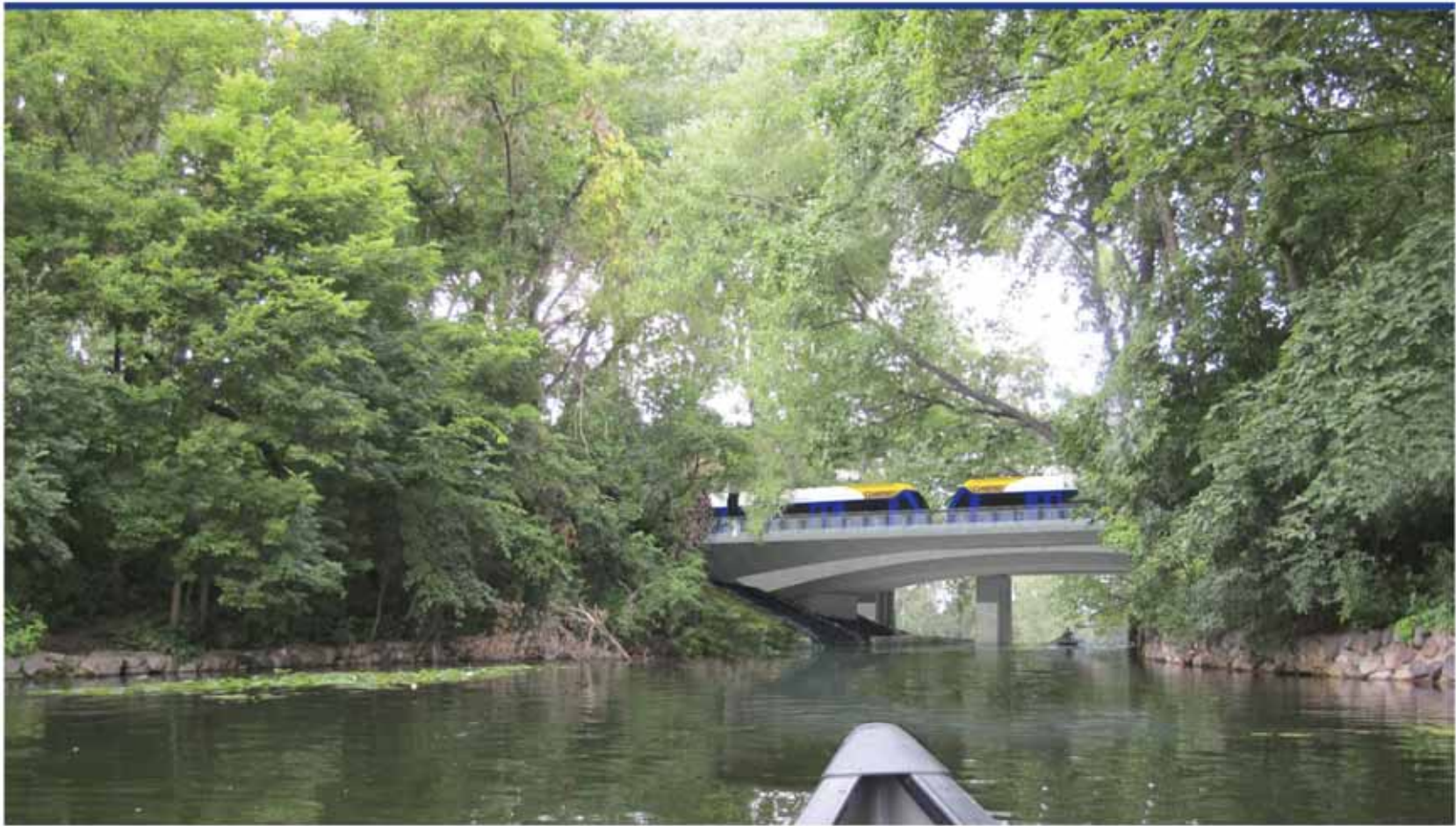


EXHIBIT 26

Kenilworth Lagoon / GRHD Visualization of the Proposed Kenilworth Crossing from the Lagoon Looking West



DRAFT - WORK IN PROCESS

	<p>Southwest LRT Assessment of Effects Kenilworth Lagoon/Grand Rounds Historic District Visualization of the Proposed Kenilworth Crossing-Looking at Trail Bridge</p>		
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EXHIBIT 27

Kenilworth Lagoon / GRHD Visualization of the Proposed Kenilworth Crossing from Park Board Bridge No. 6 (Burnham Road Bridge) Looking Southeast

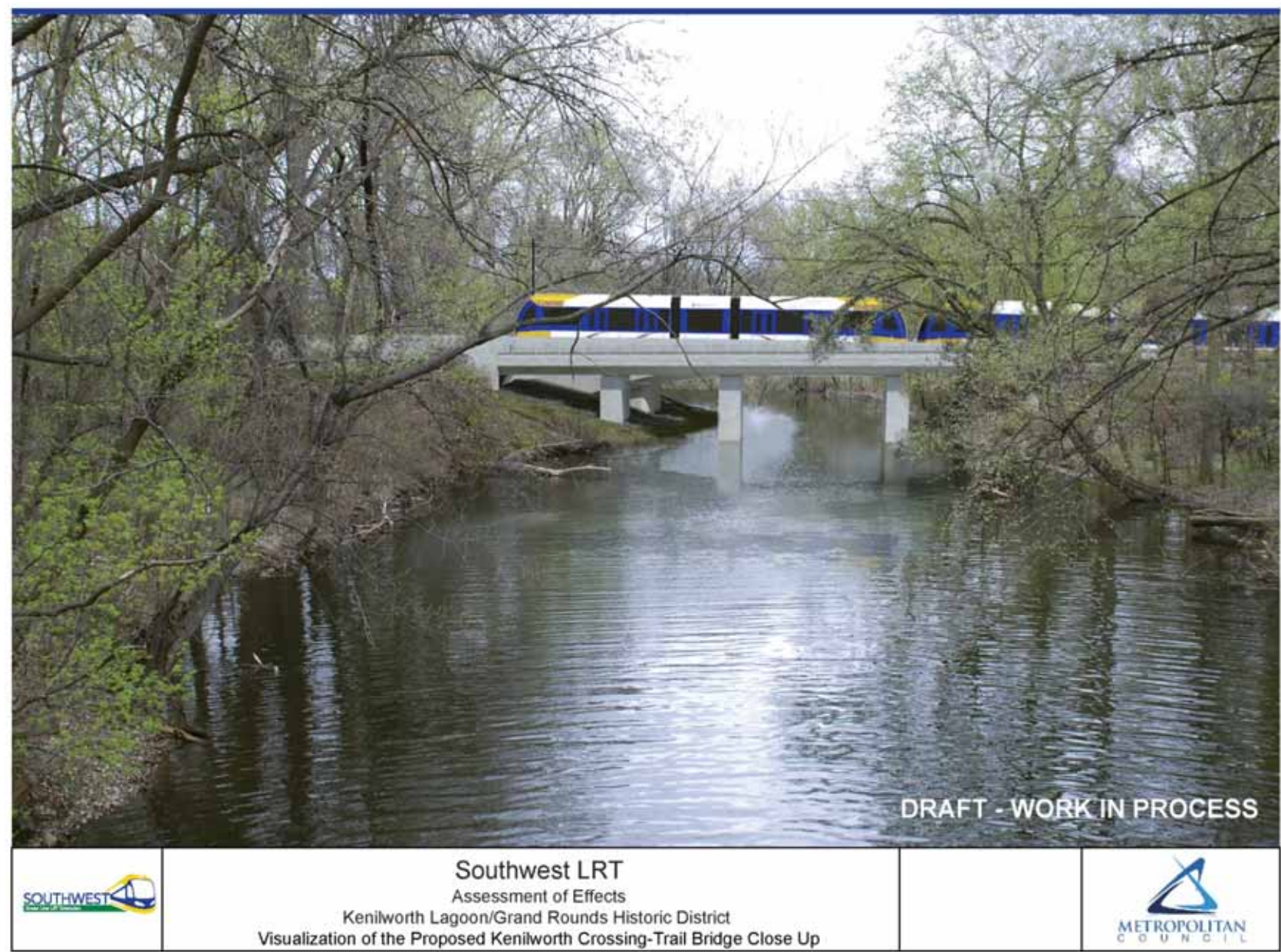


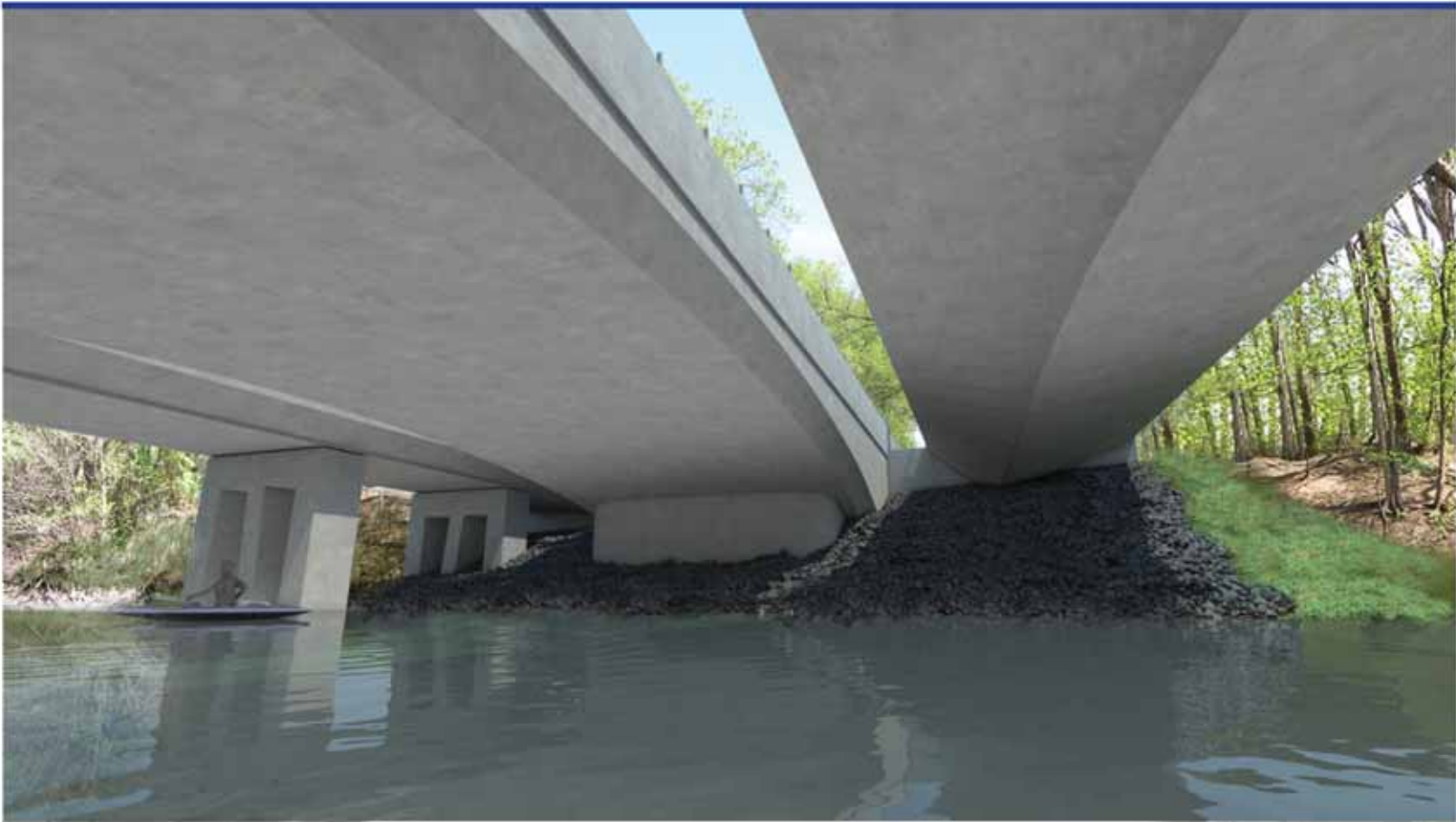
EXHIBIT 28

Kenilworth Lagoon / GRHD Visualization of the Proposed Kenilworth Crossing from the Area Between the Bridges Looking Southeast





EXHIBIT 29

Kenilworth Lagoon / GRHD Visualization of the Proposed Kenilworth Crossing from under the Bridges (left to right: Freight Rail, LRT, Trail) Looking Northwest



DRAFT - WORK IN PROCESS

	<p>Southwest LRT Assessment of Effects Kenilworth Lagoon/Grand Rounds Historic District Visualization of the Proposed Kenilworth Crossing-Underneath Bridges</p>		
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The Kenilworth Lagoon is a designed landscape and the construction of the proposed Project crossing will result in the alteration and/or destruction of portions of the Lagoon property, as well as change its overall visual character. Distinctive features and functions of the Kenilworth Lagoon landscape that will be affected include its topography and grading, natural features, circulation systems, spatial relationships, views and vistas into and within the landscape, vegetation, landscape dividers, bodies of water, and structures.

A cultural landscape study completed for the Project identified three uniquely distinct segments of Kenilworth Lagoon. The easternmost segment is the Lagoon, which extends from Lake of the Isles and Park Board Bridge No. 4 / Bridge L5729 to the former M&StL wood trestles (Park Board Bridge No. 5). The middle segment extends from the former M&StL wood trestles to the Burnham Road Bridge (also historically referred to Park Broad Bridge No. 6) and is identified as the Area Between the Bridges. The westernmost segment is identified as the Channel and extends from the Burnham Road Bridge to Cedar Lake (see Exhibit 24). The segments are generally delineated by the grade separated transportation corridors that cross it and serve as landscape dividers. The three segments are connected by the waterway that passes under the bridges that are part of the grade separations and connects the landscape segments. The Project's direct physical effects are limited to the vicinity of the M&StL crossing, now the TC&W and Kenilworth Trail, which separates the eastern, Lagoon, segment and the Area Between the Bridges, or middle segment. The new, 87-foot wide crossing will be nearly twice the width of the existing 45-foot wide crossing. The entirety of the additional 42-foot width of the new crossing will infringe into the Area Between the Bridges, which is the shortest segment of Kenilworth Lagoon at 375 feet in length, and also the most intimate, natural, and rustic (The 106 Group Ltd., 2014b). To accommodate the increased width of the crossing, tall concrete retaining walls will also be constructed to retain the grade separation, which will be a different treatment than the existing crossing that uses short timber retaining walls and earthen embankments. As a result, the new crossing will not only cause physical changes, it also significantly changes the spatial relationships and visual character of this segment of Kenilworth Lagoon. Collectively, the changes that will result from the construction of the new crossing will diminish the integrity of the design, materials, workmanship, setting, feeling, and association of Area Between the Bridges segment of Kenilworth Lagoon.

The new crossing will also significantly alter the feeling of the waterway as it passes under the new bridges between the Lagoon and the Area Between the Bridges and the experience of users as they pass under the new bridges. Since the new crossing will be nearly twice as wide as the existing crossing, it will reduce the amount of light reaching the waterway and create more of a tunnel-like effect for users compared to the existing crossing. In addition, noise analysis conducted for the Project per FTA guidance has determined that LRT operations will introduce a moderate noise impact on Kenilworth Lagoon within approximately 40 feet on either side of the new crossing (FTA and Council, 2015:3-257). The increased noise levels generated by LRT operation, combined with the introduction of a tunnel-like space will diminish the integrity of setting and feeling by altering the user experience, resulting in an adverse effect. Further, the destruction of a portion of the WPA retaining walls within this segment of the park also diminishes the integrity of design, materials, and workmanship of these walls through the loss of historic materials.

Effects of the Project on the Lagoon segment of Kenilworth Lagoon, which is the easternmost segment of the parks landscape, include direct physical effects on the small portion of it located within the LOD of the Project's crossing at the west end of the Lagoon, but the most pronounced effect will be the visual effect from the design of the new bridges and changes to the landscape. As is discussed in greater detail in the cultural landscape study for Kenilworth Lagoon, Theodore Wirth's original vision for this crossing was for a Classical Revival style concrete bridge, similar to others along the waterways connecting the Chain of Lakes segment of the GRHD. However, the M&StL would not pay for such a bridge, so the landscaping at the west end of the Lagoon segment was designed to blend the dark, naturalistic character of the timber trestle that was constructed, and later replaced in-kind, by the M&StL into the landscape (The 106 Group Ltd., 2014b). A timber bridge was considered for the new Project crossing, but was determined not feasible as it failed to meet lifecycle requirements for the Project. Therefore, the new bridges must be constructed of a different material (concrete or steel), which will stand out from the adjacent vegetation and thereby change an important historic view shed to and within the Kenilworth Lagoon. The destruction and/or alteration of portions of the topography and removal of vegetation, even if replanted, will add or alter sight lines of the crossing within the Lagoon. The increased visibility and visual prominence of the bridges, combined with their required new design aesthetic and changes in vegetation will affect the integrity of design setting and feeling of the Lagoon.

Effects of the Project on the Channel segment of Kenilworth Lagoon, which is the westernmost segment of the park's landscape, are limited to visual effects of the new crossing. Entering the Channel from the west and looking toward the Lagoon, the view looking east/south along the Channel terminates at the existing former M&StL bridges. The bridges constructed by the Project will become the new visual terminus of the Channel. However, views of the new crossing are framed by the intervening Burnham Road Bridge (Park Board Bridge No. 6), which greatly limits the visibility of the crossing at the west end of the channel (The 106 Group Ltd., 2014b). The Burnham Road Bridge also serves as landscape divider, somewhat disengaging the Channel and its experiential qualities from those of the Area Between the

Bridges. Therefore, provided that the design of the new crossing is generally compatible with the design of the other segments of Kenilworth Lagoon, it will not diminish the design, setting, feeling, and association of the Channel segment of Kenilworth Lagoon.

Due to the necessary destruction and alteration of portions of contributing elements of the Kenilworth Lagoon, including distinct spatial relationships, the adverse effect of the Project on the Kenilworth Lagoon cannot be avoided. Therefore, over the course of a period spanning April 2014 through September 2015, FTA with assistance from MnDOT CRU, held multiple consultation meetings with MnSHPO and other consulting parties to explore measures for minimizing the adverse effect. As part of this process, multiple construction alternatives were considered. These included: several two-bridge (freight rail and combined LRT/trail) and three-bridge (freight rail, LRT, and trail) alternatives, and two shallow tunnel (cut-and-cover and jacked-box) alternatives (Exhibits 30 and 31). Numerous span types and configurations, including multiple combinations and design aesthetics were considered. This included review for adherence to the *SOI's Standards*. This effort has been documented in correspondence with MnSHPO and consulting parties.

As part of the consultation to consider alternatives for minimizing the adverse effects on Kenilworth Lagoon, a three-bridge alternative (freight rail, LRT, and trail) was found to be the best solution for minimizing multiple adverse effects and the overall effect that the Project will have on the Kenilworth Lagoon. This configuration includes a five-span, thin deck concrete freight-rail bridge; a clear-span concrete arch LRT bridge, and a clear-span concrete arch trail bridge. Although the three-bridge configuration results in a wider overall crossing compared to the two-bridge configuration, it reduces the width of each structure, thus breaking up their scale when experienced from the waterway level. It also allows more light to reach the water and reduces the tunnel-like effect of the two-bridge configuration (Exhibits 29 and 31). While the two-bridge configuration results in a slightly narrower overall crossing, it results in a more pronounced adverse effect on the feeling of the historic property at the waterway level given its more intimate scale and spatial relationships. This adverse effect is greater than the impact of the slightly wider width of the three-bridge configuration on the feeling of the historic property as a whole given the much larger scale and spatial relationships of the broader landscape.

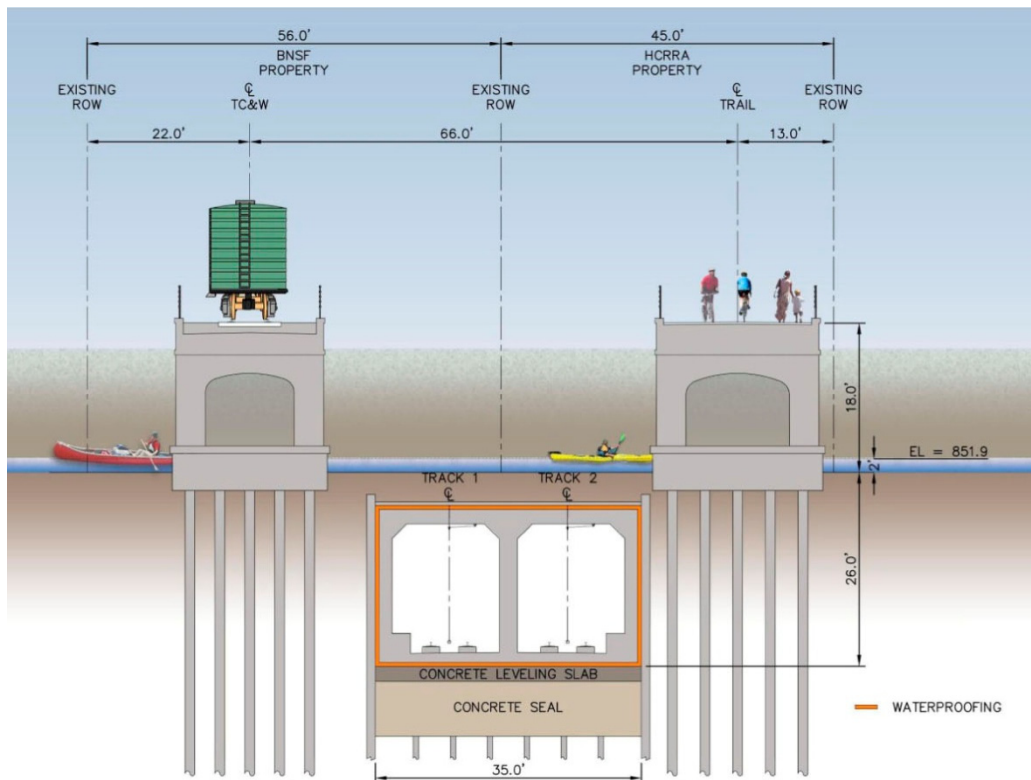
To further minimize visual effects of the new crossing, and confirm its compatibility with not only Kenilworth Lagoon, but the entire canal system that is a key contributing element of the Chain of Lakes segment of the GRHD, the three-bridge configuration selected includes a five-span, thin deck concrete freight-rail bridge; a clear-span concrete arch LRT bridge, and a clear-span concrete arch trail bridge. The thin deck freight rail bridge is the design that is most in keeping with that of the existing former M&StL timber trestles and best minimizes the thickness of the superstructure depth. Additionally, of all design options it best disengages the structure from the Area Between the Bridges, by carrying the railroad over this area on a longer span that minimizes alterations of the topography and the amount and height of retaining wall required (Exhibit 28). By disengaging itself from this space, the freight rail bridge minimizes, at least slightly, the effect on the spatial relationships; a shorter span bridge with tall retaining walls would result in greater intrusion into the Area Between the Bridges. As noted above, the arch bridges selected for the LRT and trail bridges benefit the experience of waterway uses by minimizing the adverse effect on the feeling of the waterway. In addition, the concrete arch designs are in keeping with the span type of the three arch bridges constructed by the Minneapolis Board of Park Commissioners in the 1910s as part of its project to create a channel system to connect the Chain of Lakes (Exhibits 31 and 32; 106 Group, 2014b). The LRT bridge will also include a two-foot-tall solid noise wall to mitigate the adverse noise effect. As currently designed, the bridges for the new crossing comply with the *SOI's Standards*. As such, they also avoid an adverse visual effect on the Lagoon segment of Kenilworth Lagoon.

Construction activity related to the Kenilworth Crossing has the potential to cause erosion and silt infiltration that could affect portions of the Kenilworth Lagoon landscape and waterway beyond the LOD. To avoid these potential effects, the Project will develop and implement a CPP that will identify measures to be undertaken in order to avoid potential direct adverse effects from silt infiltration by limiting construction disturbance.

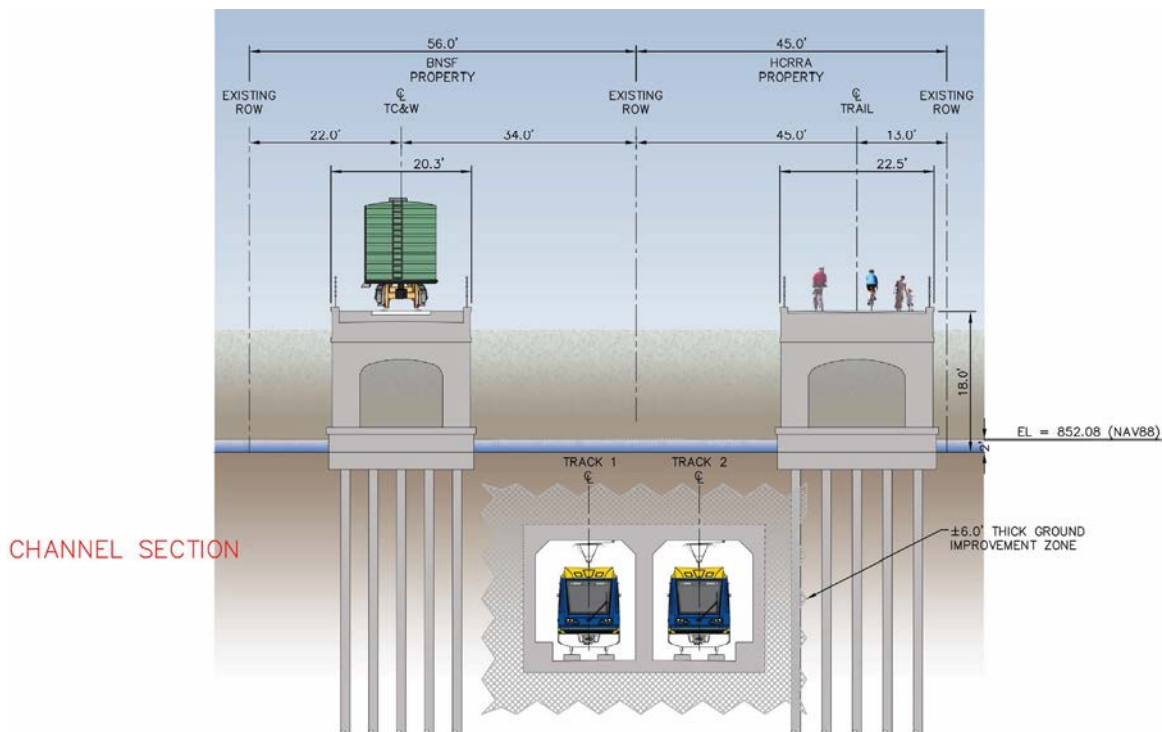
Due to the unavoidable adverse effects described above, a finding of Adverse Effect has been made for Kenilworth Lagoon. To confirm the adverse effect continues to be minimized, all Project elements within and in the vicinity of Kenilworth Lagoon will be designed in accordance with the *SOI's Standards*. The Project will continue to consult with MnSHPO and other consulting parties as the design work advances towards construction documents on the design of the new bridges and other project elements within and in the vicinity of Kenilworth Lagoon to confirm that the design of all Project elements meet the *SOI's Standards*. As noted above, the Project will also develop and implement a CPP to minimize harm to Kenilworth Lagoon during construction. All of these measures will be documented in the Section 106 MOA. Thus far, consultation has focused on considering measures to avoid and minimize the adverse effects on Kenilworth Lagoon. After the final determination of effect is made for the Project, FTA will consult with MnSHPO and other consulting parties to identify measures to mitigate the adverse effect of the Project on Kenilworth Lagoon. Measures identified will be documented as stipulations in the Section 106 MOA.

EXHIBIT 30

Kenilworth Lagoon Crossing: Shallow Tunnel Alternatives Considered



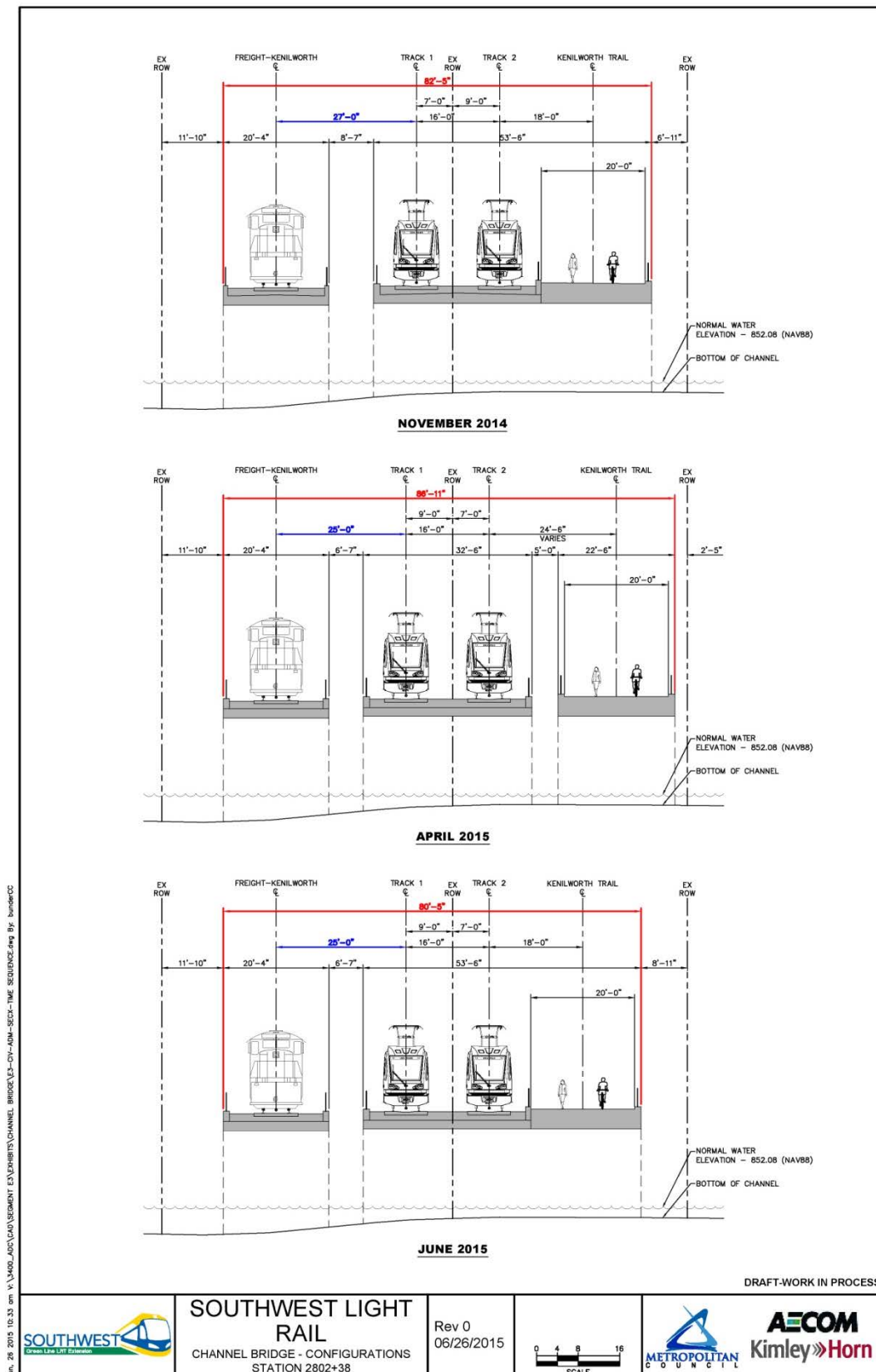
A. Cut-and-Cover Tunnel Under Kenilworth Lagoon



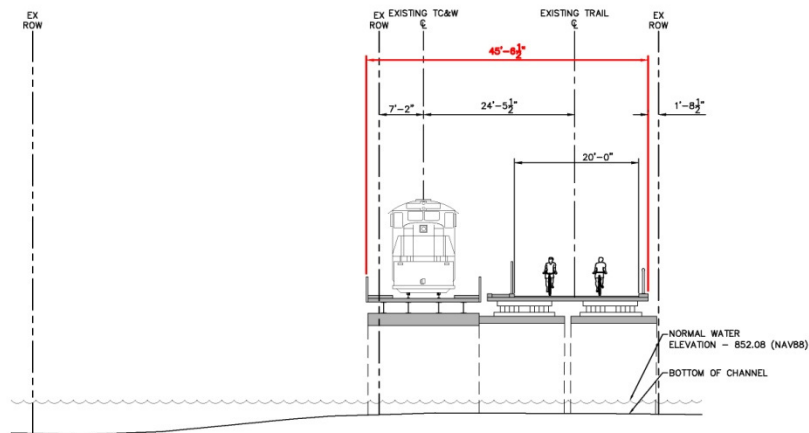
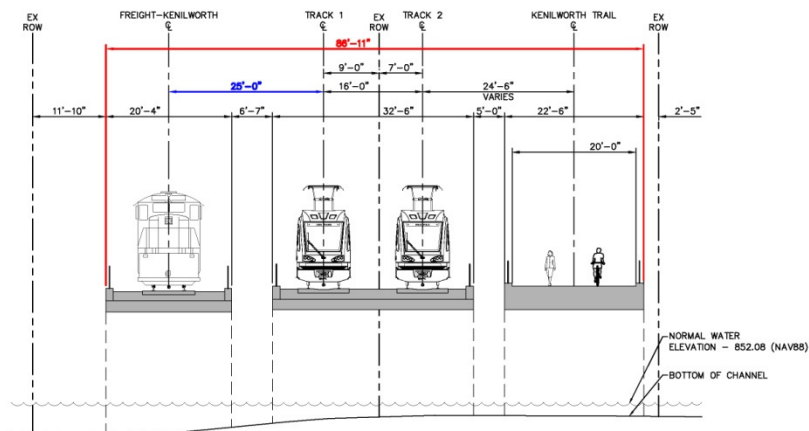
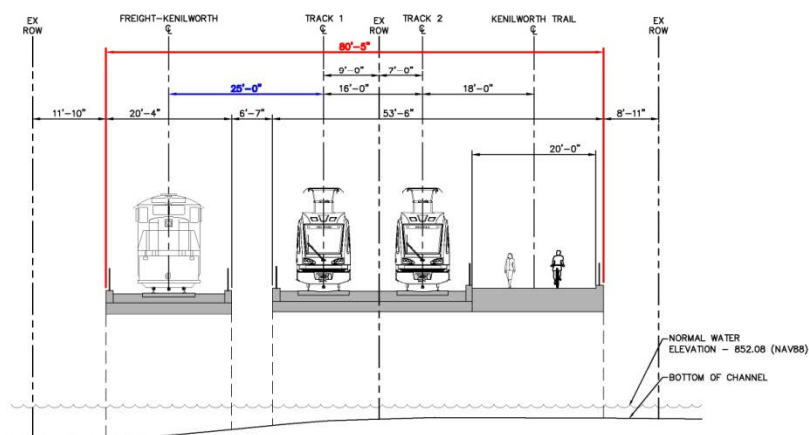
B. Jack Box Tunnel Under Kenilworth Lagoon

EXHIBIT 31

Kenilworth Lagoon Crossing: Bridge Alternative Configurations Considered



A. Bridge Alternative Configurations Considered A

**EXISTING****APRIL 2015****JUNE 2015**

DRAFT-WORK IN PROCESS



SOUTHWEST LIGHT RAIL
CHANNEL BRIDGE - CONFIGURATIONS
STATION 2802+38

Rev 0
06/26/2015



B. Bridge Alternative Configurations Considered B

EXHIBIT 32

Current View from Lake of the Isles, under Park Board Bridge No. 4 / L5729, to the existing M&StL trestles



7.1.8.5 Lake of the Isles (HE-MPC-1824)

Effects from the Project on Lake of the Isles are limited to changes to the lake's setting and potential silt infiltration from erosion during construction. The setting of Lake of the Isles will be affected by alterations the Project will make to Kenilworth Lagoon, specifically the removal of two existing former M&StL wood trestles over the lagoon and their replacement with three new concrete bridges (trail, LRT, and freight rail) of a different design (see listing of plan sheets for this property in Appendix A). The design and visibility of the new bridges (Kenilworth Crossing) across the Kenilworth Lagoon will alter a defined view from the lake (Exhibit 32). To minimize the visual effect of these Project elements and avoid diminishing the setting of the lake, the Kenilworth Crossing elements will be designed in accordance with the *SOI's Standards* and to be compatible with its visual setting. The Project will also continue to consult with MnSHPO and other consulting parties on the design of the Kenilworth Crossing.

Construction activity has the potential to cause erosion and silt infiltration that could affect portions of Lake of the Isles. To avoid these potential effects, the Project will develop and implement a CPP that will identify measures to be undertaken in order to avoid potential direct adverse effects from silt infiltration by limiting construction disturbance. Therefore, with implementation of the measures identified above, which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for Lake of the Isles.

7.1.8.6 Lake of the Isles Parkway (HE-MPC-1825)

Effects from the Project on Lake of the Isles Parkway are limited to changes to the parkway's setting. The setting of Lake of the Isles Parkway will be affected by alterations the Project will make to Kenilworth Lagoon, specifically the removal of two existing former M&StL wood trestles over the lagoon and their replacement with three new concrete bridges (trail, LRT, and freight rail) of a different design (see listing of plan sheets for this property in Appendix A). The design and visibility of the new bridges across the Kenilworth Lagoon will alter a defined view from the parkway (Exhibit 33). To minimize the visual effect of these Project elements and avoid diminishing the setting of the parkway, the Kenilworth Crossing elements will be designed in accordance with the *SOI's Standards* and to be compatible with its visual setting. The Project will also continue to consult with MnSHPO and other consulting parties to review the design of the Kenilworth Crossing. Therefore, with implementation of these measures, which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for Lake of the Isles Parkway.

7.1.8.7 Park Board Bridge No. 4 / Bridge L5729 (HE-MPC-6901)

Effects from the Project on Park Board Bridge No. 4 include changes to the bridge's setting. The setting of Park Board Bridge No. 4 will be affected by alterations the Project will make to Kenilworth Lagoon, specifically the removal of two existing former M&StL wood trestles over the lagoon and their replacement with three new concrete bridges (trail, LRT, and freight rail) of a different design (see listing of plan sheets for this property in Appendix A). The design and visibility of the new bridges across the Kenilworth Lagoon will alter a defined view from the parkway (Exhibit 33). To minimize the visual effect of these Project elements and avoid diminishing the setting of Bridge No. 4, the Kenilworth Crossing elements will be designed in accordance with the *SOI's Standards* to be compatible with its visual setting. The Project will also continue to consult with MnSHPO and other consulting parties on the design of the Kenilworth Crossing. Therefore, with the implementation of these measures, which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for Park Board Bridge No. 4 / Bridge No. L5729.

7.1.8.8 Kenwood Parkway (HE-MPC-01796)

Effects from the Project on Kenwood Parkway include potential development/redevelopment catalyzed by the Project around the 21st and Penn Street stations and changes in traffic and parking patterns resulting from the operation of these stations (Exhibit 24). Kenwood Parkway is located within a quarter mile of both the 21st Street and Penn stations (). A station area planning study has shown that there is potential for redevelopment to occur around the Penn Station; however, it is limited to an area located northwest of the station, between the alignment and Interstate 394. This area is below the bluff on which Kenwood Parkway is located, nearly 1,000 feet away. The study indicates there is low potential for development/redevelopment on the west side of Penn Station and around 21st Street Station due to limits of existing zoning (HKGi, n.d.:4-11, 5-11). Therefore, there is low potential for redevelopment to actually occur that could potentially diminish the setting of the parkway.

EXHIBIT 33

View from Lake of the Isles Parkway and Park Board Bridge No. 4 / L5729 across the Lagoon towards the existing M&StL trestles



There is no direct vehicular connection between the Penn Station and Kenwood Parkway, so operation of this station will not affect traffic levels on the parkway. A traffic analysis completed for the 21st Street Station indicates there will be no significant changes in traffic patterns or volumes along or in the vicinity of Kenwood Parkway resulting from operation of the 21st Street Station (ADC, 2015). Furthermore, the station area plan for the 21st Street Station recommends pedestrian and bicycle-oriented enhancements while maintaining neighborhood character (AECOM et al., 2010:85). Any changes in traffic will be minor and will not diminish aspects of Kenwood Parkway that qualify it for the NRHP. Therefore, a finding of No Adverse Effect has been made for Kenwood Parkway.

7.1.8.9 Kenwood Park (HE-MPC-01797)

Effects from the Project on Kenwood Park include potential development/redevelopment catalyzed by the Project around the Penn Station, as well as changes in traffic and parking resulting from the operation of the Project (Exhibit 24). Kenwood Park is located within a quarter mile of the Penn Station. A station area planning study has shown that there is potential for redevelopment to occur around the Penn Station; however, it is limited to an area located northwest of the station, between the alignment and Interstate 394 (HKGi, n.d.:4-11; see Exhibit 24). This area, which is over 1,000 feet away from the park, is located below the bluff that blocks views from Kenwood Park of the Project, so any redevelopment in this area would not be visible from the park. The study also indicates there is low potential for development/redevelopment on the west side of Penn Station due to limits of existing zoning (HKGi, n.d.:4-11). Therefore, there is low potential for redevelopment to actually occur that could potentially diminish the setting of Kenwood Park.

There is no direct vehicular connection between the Penn Station and Kenwood Park, so operation of this station will not affect traffic levels on the parkway and streets bounding Kenwood Park. A traffic analysis completed for the 21st Street Station assessed traffic changes from LRT operation on Kenwood Parkway, which forms the western edge of Kenwood Park. The study indicated there will be no significant changes in traffic patterns or volumes along Kenwood Parkway resulting from operation of the 21st Street Station (ADC, 2015). Any changes in traffic will be minor and will not diminish aspects of Kenwood Park that qualify if for the NRHP. Therefore, a finding of No Adverse Effect has been made for Kenwood Park.

7.1.8.10 Kenwood Water Tower (HE-MPC-06475)

Effects of the Project on the Kenwood Water Tower include potential development/redevelopment catalyzed by the Project around the Penn Station; change to the tower's setting from the visibility of the Project, and changes in traffic and parking around the station (Exhibit 24). Kenwood Water Tower is located within a quarter mile of the Penn Station. A station area planning study has shown that there is potential for redevelopment to occur around the Penn Station; however, it is limited to an area located northwest of the station, between the alignment and Interstate 394 (HKGi, n.d.:4-11). This area, which is nearly 1,000 feet away from the water tower, is located below the bluff on which the water tower is situated. The study also indicates there is low potential for development/redevelopment on the west side of Penn Station, in the vicinity of the water tower due to limits of existing zoning (HKGi, n.d.:4-11). Project elements will be located in the vicinity of a former rail yard below the bluff on which the water tower is situated. Therefore, while Project elements and redevelopment catalyzed by the Penn Station will be visible from the water tower, they will be located in the valley below it, several hundred feet away in an already developed dense urban environment that covers only a small portion of one of multiple panoramic views from the water tower and they will not affect views of the water tower. As such, the introduction of Project elements and potential development catalyzed will not affect the immediate setting of the water tower or views of it, will minimally affect views from it, and, as a result, will not diminish water tower's setting.

There is no direct vehicular connection between the Penn Station and Kenwood Park, so operation of this station will not affect traffic levels on Kenwood Parkway in front of the water tower. A traffic analysis completed for the 21st Street Station assessed traffic changes from LRT operation on Kenwood Parkway, and determined there will be no significant changes in traffic patterns or volumes along Kenwood Parkway in front of the water tower (FTA and Council, 2015). Any changes in traffic will be minor and will not diminish aspects of the Kenwood Water Tower that qualify if for the NRHP. Therefore, a finding of No Adverse Effect has been made for the Kenwood Water Tower.

7.1.9 Lake of the Isles Residential Historic District (HE-MPC-9860), Vicinity of East and West Lake of the Isles Parkways, Minneapolis

Effects from the Project on the LOIRHD include changes to the district's visual character and setting, changes in access, and Project operations noise (Exhibit 34; see listing of plan sheets for this property in Appendix A). The visual character and setting of the historic district will be affected by alterations the Project will make to Kenilworth Lagoon, specifically the removal of two existing former M&StL wood trestles over the lagoon and their replacement with three new concrete bridges (trail, LRT, and freight rail) of a different design. The design and visibility of the new bridges across the Kenilworth Lagoon will alter a defined view from within the historic district (Exhibits 31 and 32). To minimize the

Lake of the Isles Residential Historic District



visual effect of these Project elements and avoid diminishing the visual character and setting of the historic district in the vicinity of Kenilworth Lagoon, the Kenilworth Crossing elements will be designed in accordance with the *SOI's Standards* and to be compatible with its visual setting. The Project will also continue to consult with MnSHPO and other consulting parties to review the design of the Kenilworth Crossing.

A small portion of the northwestern edge of the historic district is located within a quarter mile of the 21st Street Station, which is designed as a walk-up station with no park and ride facility. A traffic analysis completed for the 21st Street Station indicates there will be limited on-street parking and limited access streets, which will limit cut-through traffic. The study also indicates there will be no significant changes in traffic patterns or volumes resulting from operation of the Project in the vicinity of the portion of the historic district located in the 21st Street Station APE (ADC, 2015). Furthermore, the station area plan for the 21st Street Station recommends pedestrian- and bicycle-oriented enhancements while maintaining neighborhood character (AECOM et al., 2010:85). Any changes in traffic will be minor and will not diminish aspects of the district that qualify it for the NRHP.

Noise effects were analyzed for the Project and documented in the Noise and Vibration Table. The district is an FTA Category 2 noise sensitive receptor; however, in accordance with FTA criteria, no moderate or severe noise impacts were identified for residential properties in the district (CSA, 2015). Therefore, with implementation of the measures identified above related to the Kenilworth Crossing, which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for the LOIRHD.

7.1.10 Freida and Henry J. Neils House (HE-MPC-6068), 2801 Burnham Boulevard, Minneapolis

Effects from the Project on the Freida and Henry J. Neils House include potential development/redevelopment catalyzed by the Project around the 21st Street Station and changes in access (Exhibit 35). While no Project work will occur in the immediate vicinity of the Freida and Henry J. Neils House, it is located within a quarter mile of the 21st Street Station. However, a station planning study has shown that development/redevelopment potential around the 21st Street Station is limited by existing zoning, and there is low potential for redevelopment to actually occur that could potentially impact the setting of the Neils House (HKGi, n.d.:5-11).

A traffic analysis completed for the 21st Street Station indicates there will be no change in access to the Neils House and no significant changes in traffic patterns or volumes in the vicinity of this property resulting from operation of the Project (ADC, 2015). Furthermore, the station area plan for the 21st Street Station recommends pedestrian- and bicycle-oriented enhancements while maintaining neighborhood character (AECOM et al., 2010:85). Any changes in traffic will be minor and will not diminish aspects of the Neils House that qualify it for the NRHP, which is under Criterion C within the area of Architecture. Therefore, a finding of No Adverse Effect has been made for the Freida and Henry J. Neils House.

7.1.11 Mahalia and Zacharia Saveland House (HE-MPC-6766), 2405 W. 22nd Street, Minneapolis

Effects from the Project on the Mahalia and Zacharia Saveland House include potential development/redevelopment catalyzed by the Project around the 21st Street Station and changes in access (Exhibit 36). While no Project work will occur in the immediate vicinity of the Mahalia and Zacharia Saveland House, it is located within a quarter mile of the 21st Street Station. However, a station planning study has shown that development/redevelopment potential around the 21st Street Station is limited by existing zoning and there is low potential for redevelopment to actually occur that could potentially impact the setting of the Saveland House (HKGi, n.d.:5-11).

A traffic analysis completed for the 21st Street Station indicates there will be no change in access to the Saveland House and no significant changes in traffic patterns or volumes in the vicinity of this property resulting from operation of the Project (ADC, 2015). Furthermore, the station area plan for the 21st Street Station recommends pedestrian- and bicycle-oriented enhancements while maintaining neighborhood character (AECOM et al., 2010:85). Any changes in traffic will be minor and will not diminish aspects of the Saveland House that qualify it for the NRHP, which is under Criterion C within the area of Architecture. Therefore, a finding of No Adverse Effect has been made for the Mahalia and Zacharia Saveland House.

7.1.12 Frank W. and Julia C. Shaw House (HE-MPC-6603), 2036 Queen Avenue S., Minneapolis

Effects from the Project on the Frank W. and Julia C. Shaw House include potential development/redevelopment catalyzed by the Project around the 21st Street Station and changes in access (Exhibit 37). While no Project work will occur in the immediate vicinity of the Frank W. and Julia C. Shaw House, it is located within a quarter mile of the 21st Street Station. However, a station planning study has shown that development/redevelopment potential around the 21st Street Station is limited by existing zoning and there is low potential for redevelopment to actually occur that could potentially impact the setting of the Shaw House (HKGi, n.d.:5-11).

A traffic analysis completed for the 21st Street Station indicates there will be no change in access to the Shaw House and no significant changes in traffic patterns or volumes in the vicinity of this property resulting from operation of the Project (ADC, 2015). Furthermore, the station area plan for the 21st Street Station recommends pedestrian- and bicycle-oriented enhancements while maintaining neighborhood character (AECOM et al., 2010:85). Any changes in traffic will be minor and will not diminish aspects of the Shaw House that qualify it for the NRHP, which is under Criterion C within the area of Architecture. Therefore, a finding of No Adverse Effect has been made for the Frank W. and Julia C. Shaw House.

7.1.13 Kenwood Parkway Residential Historic District (HE-MPC-18059), 1805-2216 Kenwood Parkway, Minneapolis

Effects from the Project on the KPRHD include potential development/redevelopment catalyzed by the Project around the 21st and Penn Street Stations, changes in access, and Project operations noise (Exhibit 38). While no Project work will occur in the immediate vicinity of the KPRHD, the 21st Street and Penn stations may catalyze future development/redevelopment within the vicinity of the district. A station area planning study has shown that there is potential for redevelopment to occur around the Penn Station; however, it is limited to an area located northwest of the station, between the alignment and Interstate 394, approximately 1,000 feet from the district at their closest points. The study indicates there is low potential for development/redevelopment on the west side of Penn Station and around 21st Street Station, in the vicinity of the historic district, due to limits of existing zoning (HKGi, n.d.:4-11, 5-11). Therefore, there is low potential for redevelopment that could potentially alter the district and diminish its setting to actually occur.

There is no direct vehicular connection between the Penn Station and Kenwood Parkway, so operation of this station will not affect traffic levels on Kenwood Parkway. The 21st Street Station is designed as a walk-up station with no planned park and ride facility (see listing of plan sheets for this property in Appendix A). A traffic analysis completed for the 21st Street Station indicates there will be limited on-street parking and limited access streets, which will limit cut through traffic. The study also indicates that there will be no substantial changes in traffic patterns or volumes for Kenwood Parkway, or cross streets and, by extension, the KPRHD (ADC, 2015). Furthermore, the station area plan for the 21st Street Station recommends pedestrian- and bicycle-oriented enhancements while maintaining neighborhood character (AECOM et al., 2010:85).

Operations noise effects were analyzed for the Project. The district is a FTA Category 2 noise sensitive receptor; however, in accordance with FTA criteria, no moderate or severe noise impacts were identified for the district (CSA, 2015). Therefore, a finding of No Adverse Effect has been made for the KPRHD.

7.1.14 St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District (HE-MPC-16387), Minneapolis

Effects from the Project on the StPM&M / GN Historic District include alterations to the corridor, a minor alignment shift of a short segment of the line, introduction of LRT infrastructure into the corridor, property acquisition, and potential development/redevelopment catalyzed by the Project adjacent to the line around the Van White Station (Exhibit 39; see listing of plan sheets for this property in Appendix A). The Project will permanently acquire and incorporate, either through fee title purchase or easement, approximately 1.53 acres of property from the historic StPM&M / GN Historic District. However, this land will remain in a rail-related use and not otherwise be infringed on by incompatible development. Approximately 5.42 acres will be temporarily occupied for construction access.

North of Lyndale Avenue, the depressed grade separation in which the railroad line is located that extends northeasterly along the corridor through the Minneapolis Warehouse Historic District will be widened approximately 20-25 feet into the earthen embankment on either side to accommodate LRT. Along one section of the railroad line, beginning near Interstate 94 to approximately Royalston Avenue (a total length of 2,543 feet), the existing BNSF mainline track will be shifted from 0 to 11 feet northward within the historic right-of-way. BNSF freight rail operations will also continue. LRT tracks, the overhead power system, a TPSS, and signal bungalows will also be constructed in the corridor. Several bridges will be constructed near stations and across the StPM&M / GN Historic District to provide pedestrian access across the corridor.

EXHIBIT 35

Frieda and Henry J. Neils House

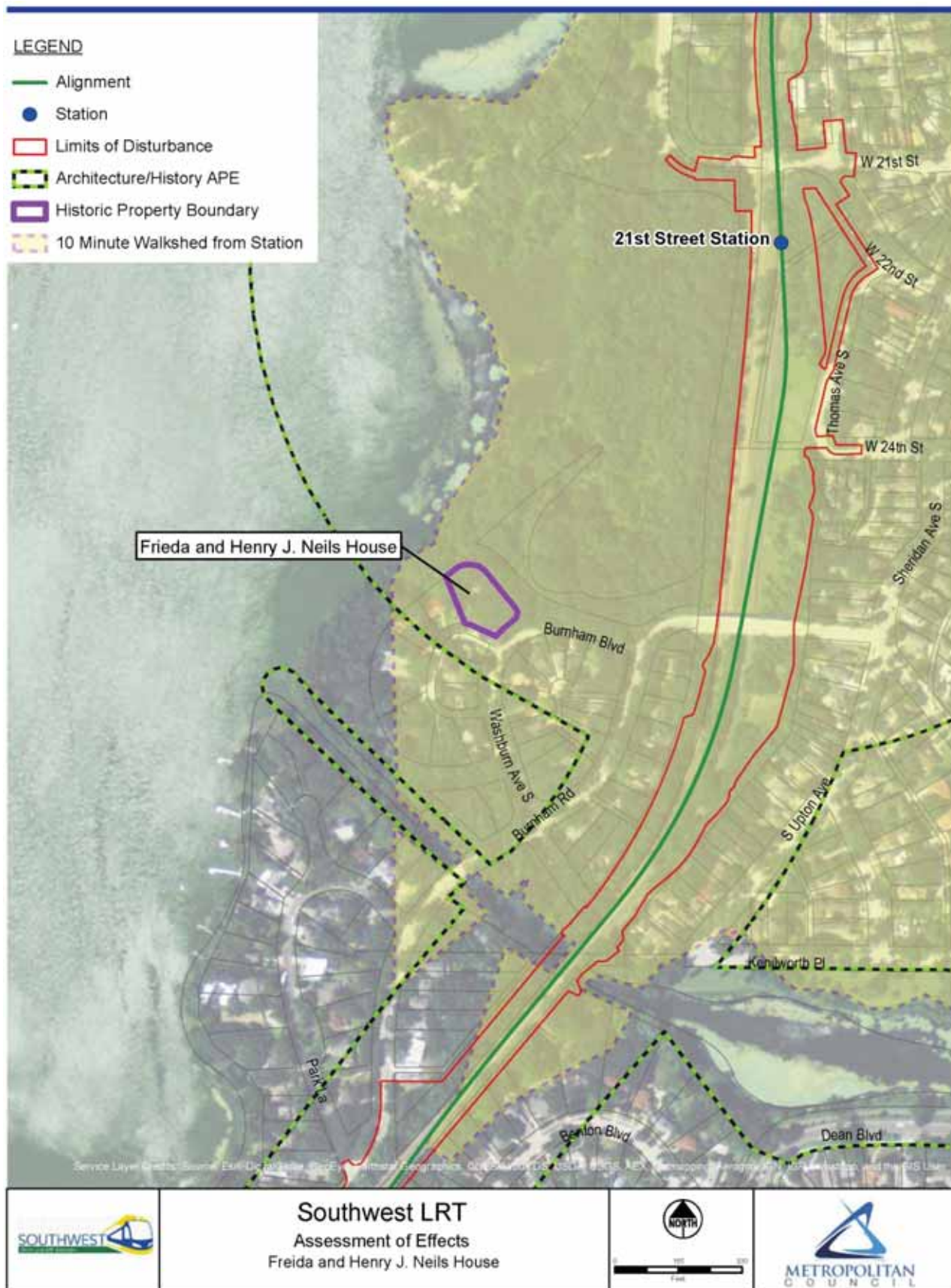


EXHIBIT 36

Mahalia and Zacharia Saveland House



EXHIBIT 37

Frank W. and Julia C. Shaw House



EXHIBIT 38

Kenwood Parkway Residential Historic District

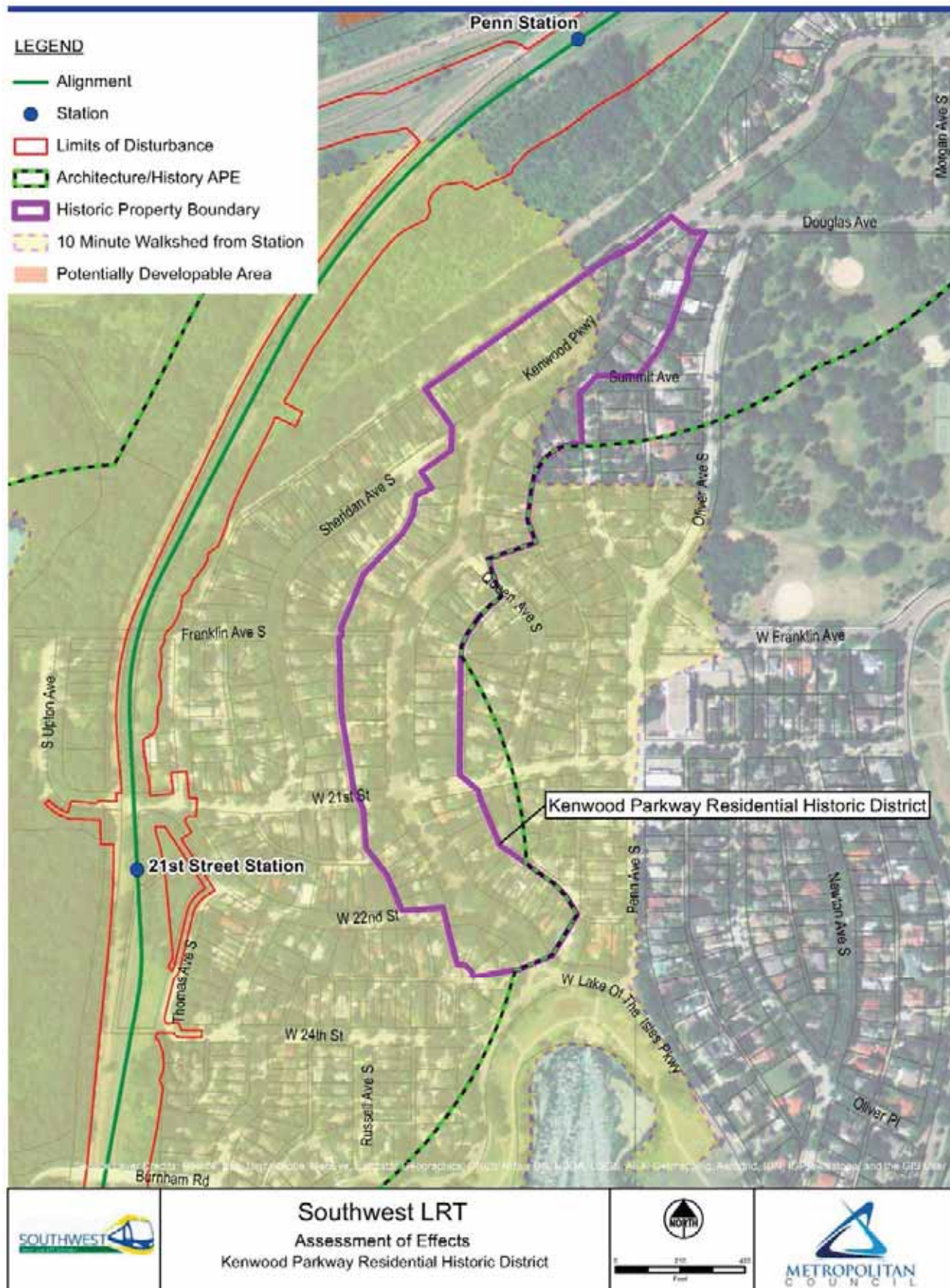
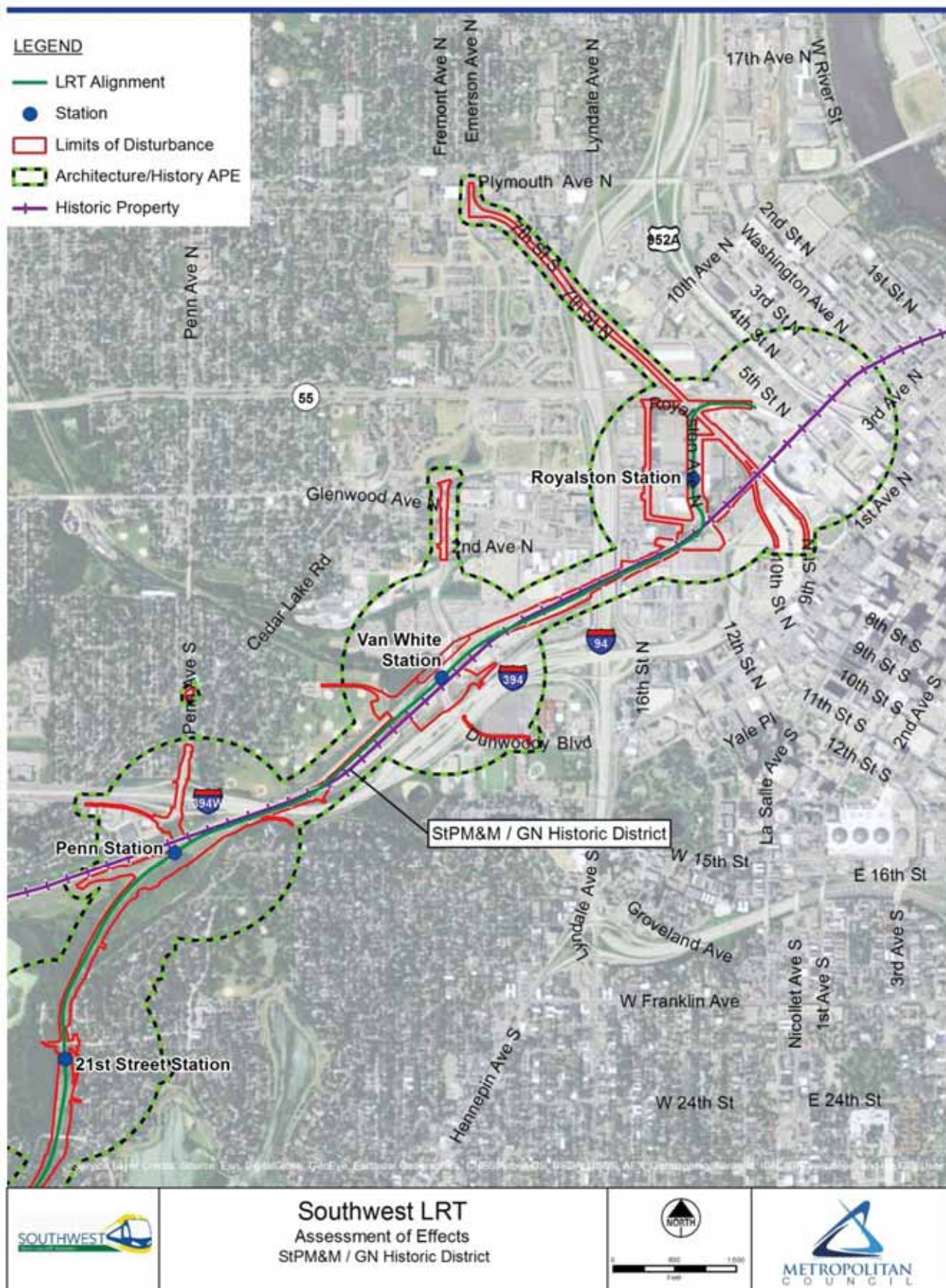


EXHIBIT 39

StPM&M / GN Historic District



At the east end of the Penn Avenue Station, a pedestrian bridge will extend northwest over the Historic District to connect with a passenger drop-off area at South Wayzata Boulevard. At the west end of the Van White Station, an existing pedestrian bridge will be removed and replaced by a new pedestrian bridge that will extend northwest over the Historic District to connect with the Luce Line Regional Trail. Within the depressed grade separation, between the Interstate 394 and North 12th Street bridges over the trench, a new, approximately 900-foot-long light rail bridge will be constructed to cross Glenwood Avenue at-grade and then carry the light rail tracks over the existing railroad tracks between Glenwood Avenue and North 12th Street. As part of this, the existing vehicular bridge that carries Glenwood Avenue over the trench will be replaced with two new vehicular bridges that will tie into the light rail bridge. The light rail bridge and its western approach will be located within the StPM&M / GN Historic District, in the widened portion of the grade-separation trench.

The proposed widening of the corridor, rail alignment shift, and introduction of LRT-related infrastructure are generally compatible with the character of the historic district and will change only a relatively short segment within the linear railroad resource, which extends to the western border of Minnesota. The continuity of the linear resource will be maintained and the alignment shift will remain within the historic corridor. The slight alignment shift of the railroad, the introduction of LRT infrastructure, and property acquisition will slightly alter the feeling of this short segment of the overall district, but will not diminish its overall historic integrity, or its ability to convey its significance.

Portions of the historic district are located within a quarter mile of the Penn, Van White, and Royalston stations. A station area planning study indicated that there is strong potential for the Project to catalyze development/redevelopment around these stations (HKGI, n.d.:4-11, 3-11, 2-11). Development catalyzed by the Project would change the setting of historic district as it passes through the areas of redevelopment. However, these areas are already developed and redevelopment will not diminish the ability of the historic district to convey its historic significance.

To minimize effects on the StPM&M / GN Historic District, which will also minimize visual effects on the Osseo Branch of the StPM&M / GN Historic District (see Section 7.1.15), the Project will design Project elements within and adjacent to the StPM&M / GN Historic District in accordance with the *SOI's Standards*. The project will also continue to consult with MnSHPO and other consulting parties on the design of the alterations to Kenilworth Lagoon and Cedar Lake Parkway to confirm compliance with the *SOI's Standards*. Therefore, with implementation of these measures, which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for the StPM&M / GN Historic District.

7.1.15 Mac Martin House (HE-MPC-8763), 1828 Mt. Curve Avenue, Minneapolis

Effects from the Project on the Mac Martin House are limited to a minor change to the property's setting. The Project will install pedestrian lighting and signage along a connection between Cedar Lake Trail and Kenwood Parkway that will result in a very minor visual change to the setting of the property (Exhibit 40; see listing of plan sheets for this property in Appendix A). These project elements, which are small in scale and consistent with existing neighborhood elements, are located a half block from the house, at the bottom of a hill, and will only be visible in the view from the rear of the house and only during non-leaf-out portions of the year. These Project elements will have a negligible effect on the setting of the house and will not diminish it in any way that would affect its ability to convey its historic significance, which is under NRHP Criterion B in the area of Commerce. Therefore, a finding of No Adverse Effect has been made for the Mac Martin House.

7.1.16 Osseo Branch of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District (HE-RRD-002 and HE-MPC-16389), Minneapolis

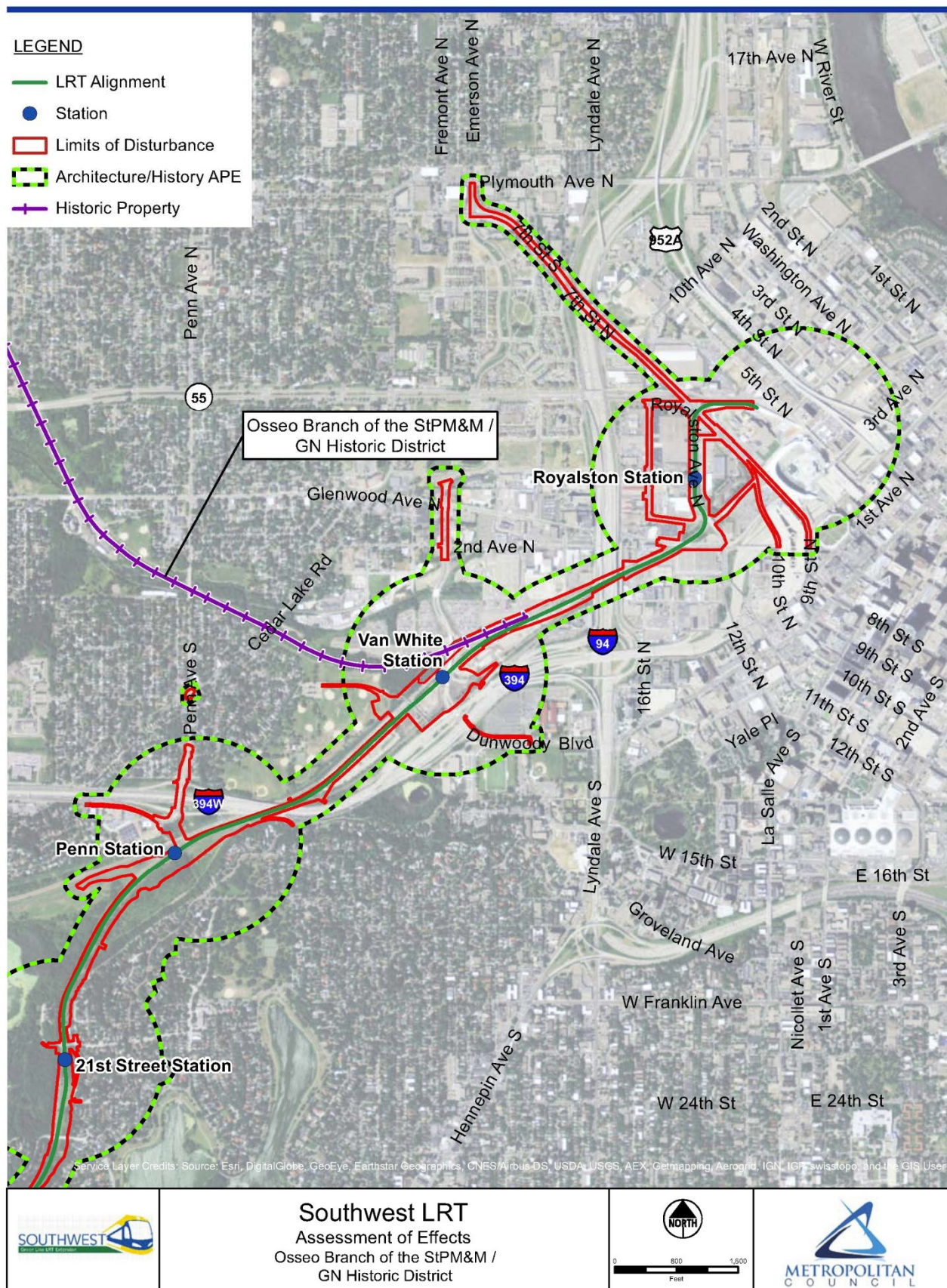
Effects from the Project on the Osseo Branch of the StPM&M / GN Historic District include potential future development/redevelopment catalyzed by the Project adjacent to the line around the Van White Station and introduction of LRT infrastructure to a short stretch of the railroad corridor (Exhibit 41). The Project will construct LRT tracks, an overhead power system, a TPSS, and signal bungalows within the StPM&M / GN Historic District, with which the Osseo Branch connects at Lyndale Junction and briefly shares a corridor before the two diverge along different alignments west of Van White Boulevard (see listing of plan sheets for this property in Appendix A). The introduction of Project elements into the StPM&M / GN Historic District will slightly change the setting and feeling of a short section of the Osseo Branch. However, the proposed LRT related infrastructure is generally compatible with the character of the historic district and will not affect its ability to convey its historic significance, which is under Criterion A in the area of Transportation. In addition, to minimize effects on the StPM&M / GN Historic District, which will also minimize visual effects on the Osseo Branch of the StPM&M / GN Historic District, the Project will design Project elements within and adjacent to the StPM&M / GN Historic District in accordance with the *SOI's Standards* (see Section 7.1.14).

EXHIBIT 40

Mac Martin House



Osseo Branch of the StPM&M / GN Historic District



A portion of the Osseo Branch is located within a quarter mile of the Van White Station. A station area planning study indicated that there is strong potential for the Project to catalyze development/redevelopment around the Van White Station. The study identified four areas totaling approximately 16 acres as potential redevelopment sites. These bound both sides of the historic district from roughly Colfax Avenue to Irving Avenue (HKGi, n.d.:3-11). Development catalyzed by the Project would change the setting of the historic district as it passes through the area of redevelopment. However, this area is already developed and redevelopment will not diminish the ability of the historic district to convey its historic significance. Therefore, with implementation of the measures identified above for the StPM&M / GN Historic District, which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for Osseo Branch of the StPM&M / GN Historic District.

7.1.17 William Hood Dunwoody Industrial Institute (HE-MPC-6641), 818 Dunwoody Boulevard, Minneapolis

Effects from the Project on the William Hood Dunwoody Industrial Institute are limited to minor changes to the property's setting. To improve pedestrian access to the Van White Station, the Project will install pedestrian lights along Dunwoody Boulevard west from the driveway to the Institute towards the station and along the south edge of the Institute's parking lot. Pedestrian ramps will be added to sidewalks along a portion Dunwoody Boulevard (Exhibits 42 and 43; see listing of plan sheets for this property in Appendix A). In addition, the center median (island) in the street in front of the building will be modified, and the curb cut for the Institute's driveway along Dunwoody Boulevard will be reconstructed, which will include pedestrian ramps. However, construction activities on the site are limited to reconstructing a curb cut that provides access to the driveway that is part of the eligible property, which will result in no change to property itself. The pedestrian and street improvements will result in a minor visual effect to the setting of the Institute. Due their minor scale and compatibility with the existing setting, these elements will not diminish the Institute's setting, or its ability to convey its historic significance, which is under NRHP Criterion A within the area of Education. The Project will continue to consult with MnSHPO through a design review process for the pedestrian and street improvements along Dunwoody Boulevard to confirm that the visual character of the immediate setting of the William Hood Dunwoody Industrial Institute is not diminished. Therefore, with implementation of this measure, which will be documented in the Section 106 MOA, a finding of No Adverse Effect has been made for the William Hood Dunwoody Industrial Institute.

7.1.18 Minneapolis Warehouse Historic District (HE-MPC-0441), Vicinity of 1st Avenue North, N. 1st Street, 10th Avenue North, and N. 6th Street, Minneapolis

Potential effects from the Project on the Minneapolis Warehouse District include future development/redevelopment catalyzed by the Project in the vicinity of the Target Field (Interchange) Station (Exhibit 44). Although the Southwest LRT Project may catalyze future development/redevelopment within and adjacent to the historic district in the vicinity of the Target Field Station, potential effects from the all future LRT lines that are planned to serve this station, including Southwest LRT, were addressed as part of the Section 106 review for the station and recorded in the Programmatic Agreement entered into by the FTA and MnSHPO for that project. All documentation on efforts to consider effects to historic properties under Section 106 for the Interchange Project is on file at MnSHPO under Review and Compliance File 2011:1404. Therefore, a finding of No Adverse Effect has been made for the Minneapolis Warehouse District.

7.2 Archaeological Resources

7.2.1 Site 21HE0409, Minneapolis

The Project avoids this archaeological site, so there will be no direct effects on it related to the location of Project elements (see listing of plan sheets for the Project in the vicinity of this property in Appendix A). To avoid any potential adverse effects on this site from Project related construction activities, the Project will develop and implement a CPP that will provide specific instructions to the contractor to avoid and protect this site from all construction related use and disturbance, including construction storage and staging. These items will be stipulated in the Section 106 MOA (MnDOT CRU and SPO 2015:21). With implementation of this measure, a finding of No Adverse Effect has been made for Archaeological Site 21HE0409.

EXHIBIT 42

William Hood Dunwoody Industrial Institute

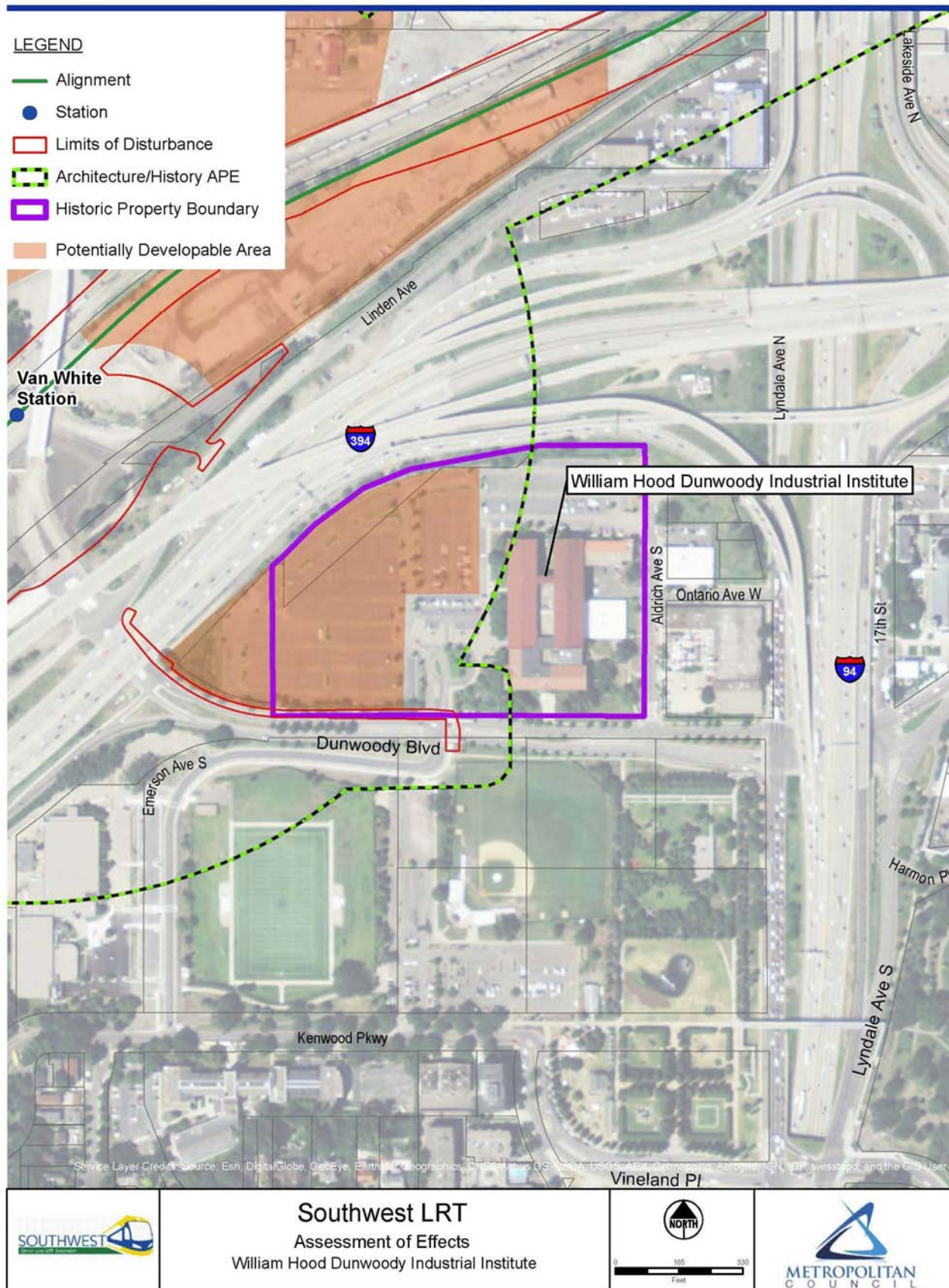


EXHIBIT 43

William Hood Dunwoody Industrial Institute Setting



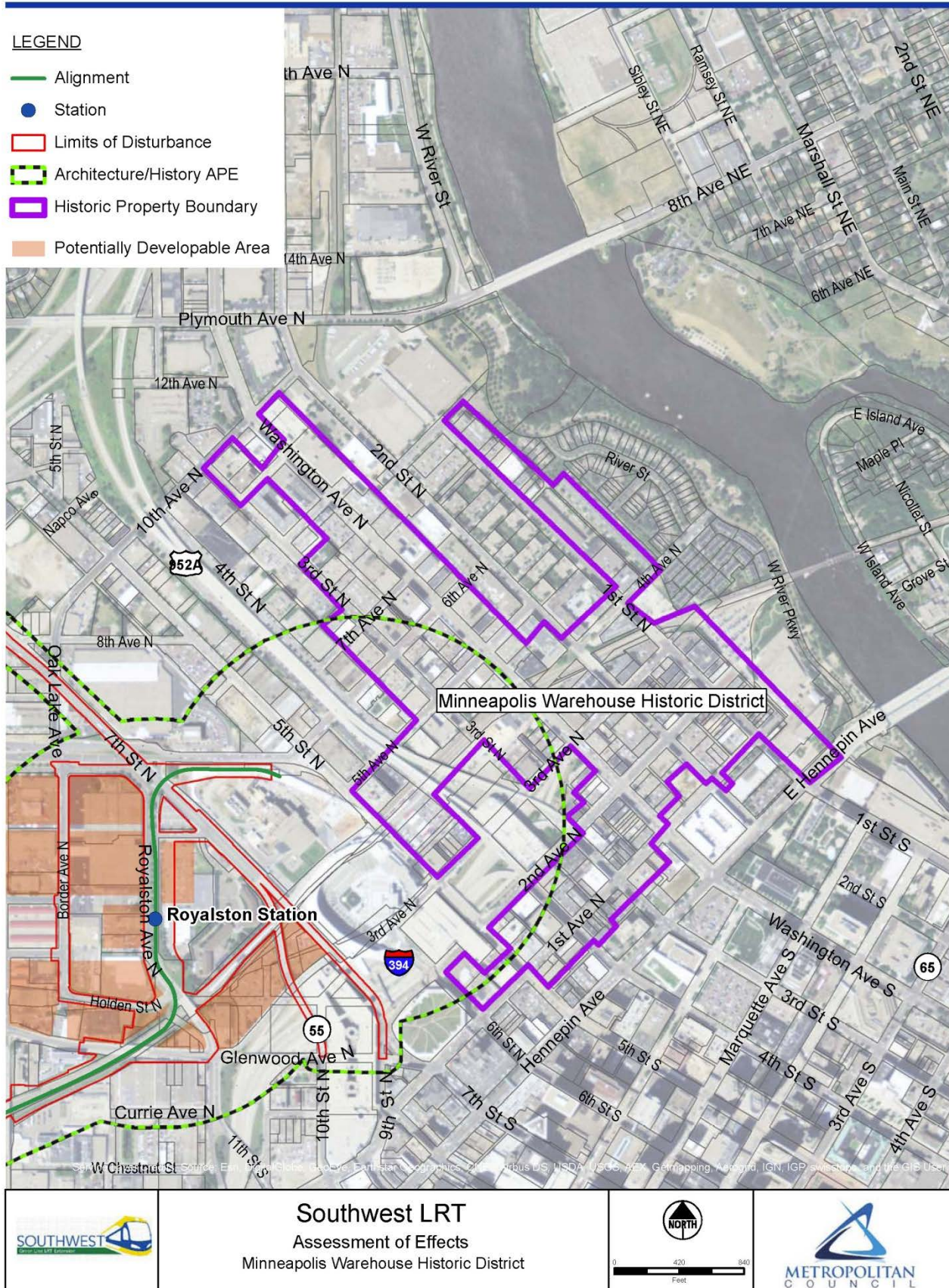
A. View along the north side of Dunwoody Boulevard looking west at the Dunwoody Institute parking lot entrance



B. View along the south side of Stadium Parkway looking northwest toward the Dunwoody Institute

EXHIBIT 44

Minneapolis Warehouse Historic District



7.2.2 Site 21HE0436, Minneapolis

This archaeological site will be physically destroyed during Project construction (see listing of plan sheets for the Project in the vicinity of this property in Appendix A). Alternative locations for Project elements were explored during Preliminary Engineering in consultation with the City of Minneapolis and MnSHPO, but were found to not be feasible. Due to the existing built urban environment and limited street grid at that location, only one potentially feasible alternate light rail alignment was identified that would connect the proposed light rail alignment in the BNSF right-of-way and the existing Target Field Station: via Border Avenue. However, the Border Avenue light rail alignment was dismissed from further study as an avoidance alternative because of limited available street right-of-way and the nature of the street geometry, which would require the removal of existing commercial buildings. The removal of buildings would lead to the relocation and/or displacement of existing businesses and it would increase Project costs. The potential Border Avenue light rail alignment would also result in relatively tight radius curves in the alignment, which would tend to increase light rail travel times and would present other operational concerns.

Given this reality, the physical destruction of this site cannot be avoided. Physical destruction will completely diminish characteristics of this site that qualify it for the NRHP and as a result the Project will have an adverse effect on this property. Due to the adverse effect the Project will have on the site, the Section 106 MOA will include measures to mitigate the adverse effect, including completing a Phase III data recovery of the site, incorporating interpretation of the site into the design of the Royalston Station, and developing public education/interpretation.

7.2.3 Site 21HE0437, Minneapolis

This archaeological site will be physically destroyed during Project construction (see listing of plan sheets for the Project in the vicinity of this property in Appendix A). Alternative locations for Project elements were explored during Preliminary Engineering in consultation with the City of Minneapolis and MnSHPO, but were found to not be feasible. Due to the existing built urban environment and limited street grid at that location, only one potentially feasible alternate light rail alignment was identified that would connect the proposed light rail alignment in the BNSF right-of-way and the existing Target Field Station: via Border Avenue. However, the Border Avenue light rail alignment was dismissed from further study as an avoidance alternative because of limited available street right-of-way and the nature of the street geometry, which would require the removal of existing commercial buildings. The removal of buildings would lead to the relocation and/or displacement of existing businesses, and it would increase Project costs. The potential Border Avenue light rail alignment would also result in relatively tight radius curves in the alignment, which would tend to increase light rail travel times and would present other operational concerns.

Given this reality, the physical destruction of this site cannot be avoided. Physical destruction will completely diminish characteristics of this site that qualify it for the NRHP and as a result the Project will have an adverse effect on this property. Due to the adverse effect the Project will have on the site, the Section 106 MOA will include measures to mitigate the adverse effect, including completing a Phase III data recovery of the site, incorporating interpretation of the site into the design of the Royalston Station, and developing public education/interpretation.

7.3 Project Assessment of Effect

Based on findings made by MnDOT CRU under delegation and in consultation with the MnSHPO and other consulting parties, which are documented above, FTA has found that the Project will have:

- No Adverse Effect on 26 historic Properties
- An Adverse Effect on five properties: Archaeological Site 21HE0436; Archaeological Site 21HE0437; the CMStP&P Depot; the Kenilworth Lagoon; and the GRHD, of which the Kenilworth Lagoon is a contributing element.

Therefore, FTA has determined that the undertaking will have an Adverse Effect on historic properties. Appropriate measures to mitigate and resolve these adverse effects will be included in the Section 106 MOA based on FTA's continuing consultation with consulting parties. If additional historic properties should be identified, the process for FTA to consult with the MnSHPO and consulting parties concerning effects and resolving any adverse effects will be included in the Section 106 MOA.

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Appendix A: List of 60 Percent Plan Sheets Submitted to SHPO

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List of 60 Percent Plan Sheets Submitted to SHPO

Architecture/History Properties

- Hopkins City Hall (HE-HOC-026), 1010 1st Street S., Hopkins
 - Volume 1: Sheet 113 of 123
 - Volume 3: Sheets 21-29 of 336
 - Volume 10: Sheets 171-174 of 266
- Hopkins Downtown Commercial Historic District (HE-HOC-027), Mainstreet, 8th Avenue to 11th Avenue, Hopkins
 - Volume 1: Sheets 113 of 123
 - Volume 3: Sheets 21-29 of 336
 - Volume 10: Sheets 171-174 of 266
- Minneapolis & St. Louis Railway Depot (HE-HOC-014), 9451 Excelsior Boulevard, Hopkins
 - Volume 1: Sheets 20-25 of 123, 113 of 123
 - Volume 2: Sheet 130 of 199
 - Volume 3: Sheets 21-29 of 336, 204 to 209 of 336, 284-287 of 336
 - Volume 4A: 1-27 of 82, 52-56 of 82, 67-71 of 82, 77-82 of 82
 - Volume 6: Sheets 13-20 of 113
 - Volume 8: Sheet 20 of 95
 - Volume 10: Sheets 87-88 of 266, 171-174 of 266
 - Volume 12: Sheets 27-37 of 224
- Chicago, Milwaukee, St. Paul & Pacific Railroad Depot (HE-SLC-008), 6210 W 37th Street, St. Louis Park
 - Volume 1: Sheets 40-41 of 123, 116 of 123,
 - Volume 2: Sheets 146-147 of 199
 - Volume 3: Sheet 62-63 of 336, 223-224 of 336, 302 of 336
 - Volume 8: Sheets 40-41 of 95
 - Volume 10: Sheets 103-104 of 266, 171-174 of 266
 - Volume 12: Sheets 65-67 of 224
 - LRCI: Cross Sections Sheet and Trail Extension Sheet
- Peavey-Haglin Experimental Concrete Grain Elevator (HE-SLC-009), Highways 100 and 7, St. Louis Park
 - Volume 1: Sheets 45-47 of 123, 117 of 123
 - Volume 2: Sheet 152 of 199
 - Volume 3: Sheet 74 of 336, 228 to 229 of 336, 307-308 of 336
 - Volume 4B: Sheets 1-5 of 5 (Cedar Lake Regional Trail)
 - Volume 8: Sheets 46-47 of 95
 - Volume 10: Sheets 109 of 266, 171-174 of 266
 - Volume 12: Sheets 75-79 of 224
- Minikahda Club (HE-MPC-17102), 3205 Excelsior Boulevard, Minneapolis
 - Volume 1: Sheet 118 of 123
 - Volume 2: Sheets 75 of 199, 79 of 199,
 - Volume 6: Sheet 79 of 113
 - Volume 9: Sheet 75 of 85
 - Volume 10: Sheets 47 of 266, 51-52 of 266, 171-174 of 266, 217-219 of 266

- Grand Rounds Historic District (XX-PRK-0001), Minneapolis
 - Volume 1: Sheets 64-67 of 123, 118-121 of 123
 - Volume 2: Sheets 23 of 199, 43 of 199, 80 of 199, 166-167 to 199
 - Volume 3: Sheets 108 to 119 of 336, Sheets 244 to 251 of 336, 319-329 of 336
 - Volume 4B: Sheets 1-2 of 2 (Cedar Lake Channel LRT), Sheets 1-2 of 2 (Cedar lake Channel Freight)
 - Volume 5: Sheets 9-21 of 63, 28 of 63, 40-43 of 63
 - Volume 6: Sheets 67-69 of 113, Sheets 81-84 of 113
 - Volume 7: Sheets 46-48 of 73
 - Volume 8: Sheets 61-63 of 95
 - Volume 10: Sheets 53-54 of 266, 122-125 of 266, 171-174 of 266, 226-227 of 266, 255 of 266
 - Volume 12: Sheets 103-107 of 224
 - Systems and Tunnel Facilities: Sheet 11 of 113 (Volume 6)
- Lake Calhoun (HE-MPC-1811)
 - Volume 1: Sheet 118 of 123
 - Volume 10: Sheet 52 of 266, 171-174 of 266, 223-225 of 266, 266A-266D of 266
- Cedar Lake Parkway (HE-MPC-1833)
 - Volume 1: Sheets 65-66 of 123, 119 of 123,
 - Volume 2: Sheets 23 of 199, 43 of 199, 81-82 of 199, 166 of 199,
 - Volume 3: Sheets 108 to 119 of 336, Sheets 244 to 251 of 336, 319-329 of 336
 - Volume 5: Sheets 9-21 of 63, 28 of 63, 40-43 of 63
 - Volume 7: Sheets 47-46 of 73
 - Volume 8: Sheets 61-63 of 95
 - Volume 10: Sheets 53-54 of 266, 122-125 of 266, 171-174 of 266, 226-227 of 266, 255 of 266
 - Volume 12: Sheets 103-107 of 224
- Kenilworth Lagoon (HE-MPC-1822)
 - Volume 1: Sheets 66 of 123, 119 of 123,
 - Volume 2: Sheet 167 of 199
 - Volume 3: Sheets 108 to 119 of 336, Sheets 244 to 251 of 336, 319-329 of 336
 - Volume 4B: Sheets 1-2 of 2 (Cedar Lake Channel LRT), Sheets 1-2 of 2 (Cedar lake Channel Freight)
 - Volume 6: Sheets 67-69 of 113, Sheets 81-84 of 113
 - Volume 7: Sheet 48 of 73
 - Volume 8: Sheets 61-63 of 95
 - Volume 10: Sheets 122-125 of 266, 171-174 of 266
 - Volume 12: Sheet 107 of 224
 - Kenilworth Bridges Sheets: 1-11 of 11
- Lake of the Isles (HE-MPC-1824)
 - See Kenilworth Lagoon
- Lake of the Isles Parkway (HE-MPC-1825)
 - See Kenilworth Lagoon
- Park Board Bridge No. 4 / Bridge L5729 (HE-MPC-6901)
 - See Kenilworth Lagoon
- Lake of the Isles Residential Historic District (HE-MPC-9860), Vicinity of East and West Lake of the Isles Parkways, Minneapolis
 - See Kenilworth Lagoon

- Kenwood Parkway Residential Historic District (HE-MPC-18059), 1805-2216 Kenwood Parkway, Minneapolis
 - Volume 1: Sheet 119 of 123
 - Volume 10: 171-174 of 266, 266A-266D of 266
- St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District (HE-MPC-16387), Minneapolis
 - Volume 1: Sheets 80-93 of 123, 102 of 123, 120-122 of 123
 - Volume 2: Sheets 180-181 of 199
 - Volume 3: Sheets 141-179 of 336, 257 to 274 of 336, 319-329 of 336
 - Volume 4B: Sheets 1-35 of 35 (Glenwood Ave. West), 1-38 of 38 (Glenwood Ave. East), 1-63 of 64 (LRT Over BNSF Railroad)
 - Volume 6: Sheets 91-99 of 123, 108-109 of 123
 - Volume 8: Sheets 72-89 of 95
 - Volume 10: 133-135 of 266, 171-174 of 266, 266A-266D of 266
 - Volume 12: Sheets 123-149 of 224
 - Systems and Tunnel Facilities: Sheets 65-66 of 153 (Volume 2)
- Mac Martin House (HE-MPC-8763), 1828 Mt. Curve Avenue, Minneapolis
 - Volume 1: Sheet 120 of 123
 - Volume 10: 171-174 of 266, 266A-266D of 266
- Osseo Branch of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District (HE-RRD-002 and HE-MPC-16389), Minneapolis
 - See St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District
- William Hood Dunwoody Industrial Institute (HE-MPC-6641), 818 Dunwoody Boulevard, Minneapolis
 - Volume 1: Sheets 100 of 123, 121 of 123
 - Volume 8: Sheets 72-89 of 95
 - Volume 10: 65-66 of 266, 171-174 of 266, 232-234 of 266, 261 of 266

Archaeology sites

- Archaeology Sites 21HE0436 and 21HE0437, Minneapolis
 - Volume 1: Sheet 122 of 123
 - Volume 2: Sheets 100-101 of 199, 199 of 199
 - Volume 3: Sheets 141-179 of 336, 257 to 274 of 336, 319-329 of 336
 - Volume 4B: Sheets 1-35 of 35 (Glenwood Ave. West), 1-38 of 38 (Glenwood Ave. East), 1-63 of 64 (LRT Over BNSF Railroad)
 - Volume 6: Sheet 98 of 113
 - Volume 9: Sheets 41 of 85 and 72 of 85
 - Volume 10: 171-174 of 266
 - Volume 11B: Sheets 222-226 of 273, 231-238 of 273, 245 of 273
 - Volume 11D: Sheets 224-226 of 273, 232-237 of 273
- Archaeology Site 21HE0409, Minneapolis
 - Volume 1: Sheet 119 of 123
 - Volume 2: Sheet 83 of 199

Instructions for Accessing Information Referenced in the Section 106 Assessment of Effects for Historic Properties

Plan Sheets:

The plan sheets used to assess effects on historic properties listed in Appendix A, List of 60 Percent Plan Sheets Submitted to SHPO, to the *Section 106 Assessment of Effects for Historic Properties* (Assessment of Effects report) are available from the Southwest LRT Project Office.

Cultural Resources Reports:

Reports documenting efforts to identify historic properties within the Project's APEs are listed in the Assessment of Effects report, in Table 4: Related Reports Associated with Section 106 Studies along the Project Alignment. Appendix C, Supporting Documents and Technical Reports, in the Final EIS provides instructions on how to access the *Cultural Resources Evaluation Supporting Documentation Technical Memorandum*, which contains these reports.

Section 106 Consultation Materials:

Section 106 Consultation meetings are listed in the Assessment of Effects report, in Table 5: Meetings Related to Section 106. Materials from these meetings and related correspondence can be accessed at the following website: <http://metro council.org/swlrt/feis>

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**MEMORANDUM OF AGREEMENT
BETWEEN
THE FEDERAL TRANSIT ADMINISTRATION
AND
THE MINNESOTA HISTORIC PRESERVATION OFFICE
REGARDING
THE SOUTHWEST LIGHT RAIL TRANSIT (METRO GREEN LINE EXTENSION) PROJECT
HENNEPIN COUNTY, MINNESOTA**

WHEREAS, the Metropolitan Council (COUNCIL) is proposing to construct the Southwest Light Rail Transit Project (PROJECT), an approximately 14.5-mile long double-track light rail transit line (LRT) located in dedicated right-of-way, with 16 stations, of which one is deferred, and one operations and maintenance facility, beginning at the connection with the METRO Green Line and METRO Blue Line LRT lines at the existing Interchange (Target Field) Station, in Minneapolis, and extending along a southwesterly alignment to connect the cities of Minneapolis, St. Louis Park, Hopkins, Minnetonka and Eden Prairie, Minnesota; and

WHEREAS, the United States Department of Transportation, Federal Transit Administration (FTA) may fund the PROJECT and has determined it is an undertaking subject to the requirements of Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), and its implementing regulations, 36 CFR § 800; and

WHEREAS, the United States Army Corps of Engineers (USACE) may issue permits to construct the PROJECT pursuant to 33 U.S.C. § 11 and Section 404 of the Clean Water Act (Section 404), 33 U.S.C. § 1251-1376, as amended, and has determined this is an undertaking subject to the requirements of Section 106 and 36 CFR § 800; and

WHEREAS, pursuant to 36 CFR § 800.2(a)(2) the USACE has recognized FTA as the lead Federal agency for the PROJECT to fulfill their collective responsibilities under Section 106 and, therefore, does not need to be a signatory to this Memorandum of Agreement (AGREEMENT); and

WHEREAS, pursuant to 36 CFR § 800.1(a)(3) FTA has designated the professionally qualified staff of the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) to assist with some aspects of the Section 106 review, including initiating the consultation process, defining the area of potential effect (APE), identifying historic properties, assessing effects, and coordinating consultation with concurring parties; and

WHEREAS, the COUNCIL is the local sponsor for the PROJECT and is responsible for obtaining the necessary approvals and permits to undertake the PROJECT; and

WHEREAS, FTA, MnDOT CRU, and the COUNCIL have consulted with the Minnesota Historic Preservation Office (MnHPO), interested and affected Indian Tribes, and other parties with a

demonstrated interest in the effects of the PROJECT on historic properties in accordance with Section 106 and 36 CFR § 800; and

WHEREAS, pursuant to 36 CFR § 800.16(d) FTA and MnDOT CRU, in consultation with MnHPO, have defined an APE for the PROJECT as shown in Attachment A to this AGREEMENT; and

WHEREAS, FTA, MnDOT CRU, and the COUNCIL, in consultation with MnHPO, have undertaken surveys of the PROJECT APE to identify historic properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP), the results of which are shown in Attachment B to this AGREEMENT, and MnHPO has concurred with these determinations; and

WHEREAS, FTA has found, based on the PROJECT's 60 percent design plans (60% Plans), and MnHPO has concurred, that the construction of the PROJECT will have no adverse effect on the following twelve (12) historic properties: Minneapolis Warehouse Historic District; Osseo Branch of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District; Kenwood Parkway Residential Historic District (KPRHD); Kenwood Park (Grand Rounds Historic District [GRHD] element); Kenwood Parkway (GRHD and KPRHD element); Kenwood Water Tower (individual resource and GRHD element); Mac and Helen Martin House; Frieda and Henry J. Neils House; Mahalia and Zachariah Saveland House; Frank and Julia Shaw House; Hoffman Callan Building; and Hopkins City Hall; and

WHEREAS, FTA has found, based on the 60% Plans, and MnHPO has concurred, that the construction of the PROJECT will have no adverse effect on the following fourteen (14) historic properties, provided measures identified in the stipulations of this AGREEMENT are implemented: St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District; William Hood Dunwoody Industrial Institute; Lake of the Isles Residential Historic District (LIRHD); Lake Calhoun (GRHD element); Cedar Lake (GRHD element); Cedar Lake Parkway (GRHD element); Lake of the Isles (GRHD and LIRHD element); Lake of the Isles Parkway (GRHD and LIRHD element); Park Board Bridge No. 4 / Bridge No. L5729 (individual resource and GRHD and LIRHD element); Minikahda Club; Peavey-Haglin Experimental Concrete Elevator; Minneapolis & St. Louis Railway Depot; Hopkins Commercial Historic District; and Archaeological Site 21HE0409; and

WHEREAS, FTA has found, based on the 60% Plans, and MnHPO has concurred, that the construction of the PROJECT will have an adverse effect on the following five (5) historic properties: GRHD; Kenilworth Lagoon (GRHD and LIRHD element); Chicago, Milwaukee, St. Paul & Pacific Railroad Depot; Archaeological Site 21HE0436; and Archaeological Site 21HE0437; and

WHEREAS, upon initiation of the Section 106 process for the PROJECT, and in accordance with 36 CFR § 800.2(c)(2)(ii), FTA notified the Shakopee Mdewakanton Sioux Community, the Prairie Island Indian Community, the Lower Sioux Indian Community, the Upper Sioux Indian Community, the Fort Peck Tribes, the Santee Sioux Nation and the Sisseton-Wahpeton Oyate, all federally recognized tribes, and invited their participation in the consultation and none requested to participate; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

WHEREAS, the COUNCIL is responsible for designing and constructing the PROJECT, as well as carrying out many of the terms of this AGREEMENT, as required, to receive FTA funding and USACE permits, and therefore is an invited signatory to this AGREEMENT; and

WHEREAS, MnDOT CRU is responsible for assisting the FTA in completing the Section 106 process, and will be providing technical assistance to the PROJECT to complete the terms and conditions of this AGREEMENT, and therefore MnDOT is an invited signatory to this AGREEMENT; and

WHEREAS, FTA, MnDOT CRU, and the COUNCIL have consulted with Hennepin County; the Cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park and Minneapolis; the Minneapolis Heritage Preservation Commission (HPC) and the Eden Prairie HPC; the Minneapolis Park and Recreation Board (MPRB); the Three Rivers Park District; the St. Louis Park Historical Society; the Cedar-Isles-Dean Neighborhood Association; and the Kenwood Isles Area Association regarding the effects of the PROJECT on historic properties, and has invited them to sign this AGREEMENT as concurring parties; and

WHEREAS, this AGREEMENT was developed with appropriate public involvement pursuant to 36 CFR § 800.2(d) and § 800.6(a), and coordinated with the scoping, public review and comment, and public hearings conducted by FTA and the COUNCIL to comply with the National Environmental Policy Act, as amended, and its implementing regulations; and

WHEREAS, FTA and MnDOT CRU, in consultation with MnHPO and other consulting parties, have assessed potential PROJECT effects on historic properties and have considered ways to avoid, minimize and/or mitigate adverse effects, agreed upon measures for minimizing and mitigating the identified adverse effects, as outlined in this AGREEMENT, and this AGREEMENT provides for additional consultation to assess effects and resolve adverse effects in accordance with 36 CFR § 800.14(b)(1)(ii); and

WHEREAS, the COUNCIL shall administer the implementation of the PROJECT and, with the assistance of MnDOT CRU, shall complete the stipulations of this AGREEMENT, and FTA shall be responsible for ensuring that the COUNCIL's implementation of the PROJECT meets the terms of this AGREEMENT.

NOW, THEREFORE, the FTA and MnHPO agree that the PROJECT shall be implemented in accordance with the following stipulations in order to take into account the effects of the PROJECT on historic properties.

STIPULATIONS

FTA shall ensure that the COUNCIL, with the assistance of the MnDOT CRU, carries out the terms of this AGREEMENT and shall require, as a condition of any approval of FTA funding or USACE permit for the PROJECT, adherence to the stipulations of this AGREEMENT.

I. PROJECT DESIGN DEVELOPMENT

The PROJECT design will effectively meet the PROJECT purpose and need, while avoiding, minimizing, and/or mitigating adverse impacts to the environment, including adverse effects to historic properties. Avoidance of adverse effects to historic properties is preferable and will be considered to the extent feasible. The review and findings of effects for the 60% Plans have been completed prior to the signing of this AGREEMENT, and an Adverse Effect finding was made for the PROJECT (see WHEREAS clauses for findings of effects for individual historic properties).

A. Design Review of PROJECT Elements that need to meet the *Secretary of the Interior's (SOI's) Standards for the Treatment of Historic Properties* (36 CFR § 68) and Design Review.

All PROJECT elements, including but not limited to, the guideway, bridges, stations, platforms, shelters, ramps, walkways, overhead power system, traction power substations (TPSSs), signal bungalows, street and streetscape improvements, landscaping, and public art within, and in the vicinity of, the historic properties listed below, and as shown in Attachment C, shall be designed in accordance with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68).

- Minneapolis & St. Louis Railway Depot and environs (from a point beginning 600 feet west along the PROJECT alignment from the western boundary of the depot property and eastward along the PROJECT alignment to include the entirety of Bridge 27C10 - LRT bridge over Excelsior Boulevard and the Twin Cities & Western Railroad line and its eastern approach).
- Chicago, Milwaukee, St. Paul & Pacific Railroad Depot and environs (from a point beginning 600 feet west along the PROJECT alignment from the western boundary of the depot property and extending eastward along the PROJECT alignment to a point 500 feet east along the PROJECT alignment from the eastern boundary of the depot property).
- GRHD: Chain of Lakes Segment, and environs (from a point beginning 600 feet west along the PROJECT alignment from the southern right-of-way limit of the Cedar Lake Parkway crossing and extending eastward along the PROJECT alignment to a point 600 feet east along the PROJECT alignment from the northern boundary of Kenilworth Lagoon where it is crossed by the PROJECT). Elements in this area shall also include the LRT tunnel portals, freight rail realignment and related infrastructure, and landscaping.
- St. Paul, Minneapolis, & Manitoba Railroad / Great Northern Railway Historic District, Minneapolis, and environs (from a point beginning at the western limits of the Cedar

Lake Trail improvements at the Penn Station, and including the Penn Station, and extending eastward along the PROJECT alignment to the point where the PROJECT alignment passes the northern edge of the intersection of North 12th Street and Holden Street North).

- William Hood Dunwoody Industrial Institute and environs (from a point beginning at the eastern limits of the PROJECT improvements on and along Dunwoody Boulevard, and extending westward along Dunwoody Boulevard to where the eastbound bridge of Interstate 394 passes over the boulevard).

The purpose of this requirement is to 1) avoid adverse effects to the Minneapolis & St. Louis Railway Depot; St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District; and William Hood Dunwoody Industrial Institute; and 2) minimize effects, including adverse effects, to the Chicago, Milwaukee, St. Paul & Pacific Railroad Depot and the Grand Rounds Historic District: Chain of Lakes Segment, including the Kenilworth Lagoon.

B. Design Review of PROJECT Elements that do not need to meet the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68).

PROJECT elements in the vicinity of the historic properties listed below, and as shown in Attachment C, do not need to be developed in accordance with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68), but require the following specifications:

- Peavey-Haglin Experimental Concrete Elevator – Location for the proposed TPSS in the vicinity of the elevator to confirm that the location does not change, or if it changes, that the final location of the TPSS does not cause an adverse effect to the property.
- GRHD: Lake Calhoun – Design of the street improvements adjacent to Lake Calhoun (Lake Calhoun Playing Fields) to confirm that there is no change in design, or if there is a change in the final design, it will not cause an adverse effect to the property.
- Archaeological Site 21HE0436 and Archaeological Site 21HE0437 interpretation at the Royalston Station – Location and physical design (not interpretative content) of the interpretation measures of the archaeological sites required by Stipulation V.B.i.a-b of this AGREEMENT.

II. PRE-CONSTRUCTION DESIGN REVIEW PROCESS

MnDOT CRU shall review and compare the PROJECT's 90% design plans (90% Plans) and 100% design plans (100% Plans), as well as any modifications to the approved 100% Plans, prior to the start of construction, as described in Subparagraph C of this stipulation with the PROJECT's approved 60% Plans.

- A. If MnDOT CRU determines that there are no substantive changes, defined as design variations resulting in a change of effect to a historic property, they will inform FTA. If FTA agrees, it will issue a notice to MnHPO that the reviews were completed and that no substantive changes were identified, and therefore, no further Section 106 review is needed and that the findings made based on the PROJECT's 60% Plans remain valid.
- B. If MnDOT CRU identifies substantive changes, as defined in Subparagraph A of this stipulation, MnDOT CRU will make a recommendation on the effects of the design changes on the historic property to FTA. If FTA agrees that there is a change of effect to a historic property, FTA will consult with MnHPO and the concurring parties on the changes to the PROJECT and will issue new findings of effect.
 - i. If FTA makes a No Adverse Effect finding, MnHPO and the concurring parties shall have thirty (30) calendar days to provide comments on FTA's findings of effect. The COUNCIL and FTA shall carefully consider any comments provided by MnHPO and concurring parties to this AGREEMENT and incorporate suggested modifications, as appropriate. If there are any comments from MnHPO or the concurring parties that are not feasible to incorporate into PROJECT plans, the COUNCIL shall provide an explanation to FTA. If FTA agrees, it will issue a notice to MnHPO and the concurring parties.
 - ii. If FTA makes an Adverse Effect finding, the PROJECT will follow the measures outlined in Stipulation III of this AGREEMENT.
- C. If, after the completion of 100% Plans, the COUNCIL modifies the PROJECT prior to the start of construction, MnDOT CRU shall review the modifications to determine if there are any substantive changes in the PROJECT's design that that would result in new and/or additional adverse effects on historic properties. If there are substantive changes that would result in a new and/or additional adverse effect, FTA shall consult with MnHPO and the concurring parties in accordance with Stipulations II.B and III of this AGREEMENT.

III. RESOLUTION OF ADDITIONAL ADVERSE EFFECTS

- A. If FTA finds there is an additional adverse effect through the processes described in Stipulations II and XII.C of this AGREEMENT, FTA will consult with MnHPO and the concurring parties in accordance with 36 CFR § 800.6 to avoid and/or minimize the adverse effect. MnHPO and the consulting parties shall have thirty (30) calendar days to provide comments on any FTA findings made under Stipulation II of this AGREEMENT and ten (10) calendar days to provide comments on any FTA findings made under Stipulation XII. If it is determined that the adverse effect cannot be avoided, FTA will consult with MnHPO, other concurring parties to this AGREEMENT, and the public, as appropriate, to develop a mitigation plan for the historic property, taking into account the nature and scale of the adverse effect. Any newly identified consulting parties will be invited to sign the AGREEMENT as concurring parties.

- i. The mitigation plan shall be developed within forty-five (45) calendar days of any adverse effect finding made under Subparagraph A of this stipulation. FTA will provide a copy of the draft mitigation plan to MnHPO and other concurring parties. MnHPO and the concurring parties shall have thirty (30) calendar days to provide comments on any mitigation plan prepared prior to the initiation of PROJECT construction and ten (10) calendar days to provide comments on any mitigation plan prepared during PROJECT construction.
 - a. If the MnHPO and other concurring parties do not provide comments during the review periods specified in Subparagraph A.i of this Stipulation, FTA shall move forward with the mitigation plan as provided.
 - b. FTA and the COUNCIL shall take into account any comments provided by MnHPO and concurring parties during the review period specified in Subparagraph A.i of this Stipulation in the development of a final mitigation plan. The mitigation plan will be final upon acceptance by FTA and MnHPO. Concurring parties will receive copies of all final mitigation plans and may also be invited to concur in mitigation plans.

IV. CONSTRUCTION PROTECTION PLAN

Prior to initiating PROJECT construction (defined as demolition activities and earthwork, and construction of PROJECT infrastructure and related improvements), the COUNCIL, with assistance from MnDOT CRU, shall develop a Construction Protection Plan (CPP) in consultation with FTA and MnHPO detailing the measures to be implemented during PROJECT construction to avoid adverse effects to historic properties. The COUNCIL shall include the CPP within specific contract packages to inform contractors of their responsibilities relative to historic properties. This plan may be a separate document or combined with other PROJECT construction monitoring plans, as appropriate. The CPP shall include the following:

- A. Construction Protection Measures (CPMs). The CPP shall detail the measures to be implemented during PROJECT construction to protect the following historic properties from physical damage or indirect adverse effects during the construction of the PROJECT: Minikahda Club; Peavey-Haglin Experimental Concrete Elevator; Chicago, Milwaukee, St. Paul & Pacific Railroad Depot; Minneapolis & St. Louis Railway Depot; Archaeological Site 21HE0409; and the following elements of the GRHD: Cedar Lake, Cedar Lake Parkway, Kenilworth Lagoon, and Lake of the Isles.
 - i. The CPMs shall include:
 - a. Inspection and documentation of existing conditions of each historic property (e.g., limits of the site, dimensions of the structure, photographs of the property, aerial photographs as required, assessment of geological conditions, identification of ancillary structures in the vicinity of the property).

- b. Establishment of protection measures and procedures for each historic property to be implemented during PROJECT construction.
- B. Vibration Management and Remediation Measures (VMRMs). The CPP shall address issues related to ground-borne vibrations caused by PROJECT construction on the following historic properties: Chicago, Milwaukee, St. Paul & Pacific Railroad Depot; Peavey-Haglin Experimental Concrete Elevator; Minneapolis & St. Louis Railway Depot; and the intact portions of the GRHD: Kenilworth Lagoon's WPA Rustic style retaining walls that are located outside of the construction limits for the PROJECT's crossing of the lagoon.
 - i. VMRMs shall include:
 - a. Pre- and post-construction survey. The CPP shall include a schedule and methodology for a pre-construction survey of each historic property subject to VMRMs. This survey shall provide a baseline of existing structural and physical conditions to facilitate later identification of any structural and/or cosmetic damage caused by PROJECT construction. A post-construction survey of these properties shall identify any changes from pre-construction condition and assess possible cause of these changes.
 - b. Construction vibration thresholds and monitoring. The CPP shall include a methodology for monitoring vibration during PROJECT construction at the historic properties subject to VMRMs. It shall specify thresholds for vibration during construction for each historic property and shall include details about the monitoring process, monitoring equipment (e.g. crack-monitoring gauges), documentation standards, and frequency of monitoring. Thresholds shall be set using guidance from FTA's *Transit Noise and Vibration Impact Assessment Manual*. If the COUNCIL determines, as a result of the pre-construction survey, that lower threshold is required for a historic property due to its structural condition, the COUNCIL shall submit to FTA documentation to support a different threshold for FTA's review and approval.
 - ii. Reporting. The CPP shall include provisions for timely reporting of the results of the pre- and post-construction surveys and construction monitoring efforts to MnHPO and owners of historic properties subject to VMRMs.
 - iii. All owners of historic properties subject to VMRMs shall be consulted regarding the VMRMs provisions of the CPP. As part of this consultation, the COUNCIL shall provide information to the owners of historic properties on the purpose of, and process for completing, the pre- and post-construction surveys, other work under the plan, and the process for substantiating damages and for seeking remediation for substantiated damage claims should damage result from construction of the PROJECT. Any agreements with owners of historic properties that contain provisions related to vibration issues shall be consistent with the provisions of the VMRMs. Copies of such agreements shall be included as part of the VMRMs included in the CPP and provided to MnHPO.

- iv. The team preparing the VMRMs for the CPP shall include: a structural engineer with at least five (5) years of experience working with historic properties, an architect who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for historic architecture, and a historian and/or architectural historian who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for architectural history.
- C. Limiting Closure of the GRHD: Kenilworth Lagoon. The CPP shall include a detailed schedule for construction and staging activities that will occur within the boundaries of this historic property.
- i. The schedule shall be developed in consultation with MnHPO and the MPRB, and shall seek to minimize, to the extent feasible, the duration of any closure(s) of the GRHD: Kenilworth Lagoon waterway to recreational users during PROJECT construction.
 - a. The waterway shall be closed to recreational users only during the removal of the two (2) existing wood bridges and the construction of the three (3) new bridges, including any related infrastructure across the historic property.
 - b. The construction schedule for the work in and across the waterway shall seek to limit closures during periods of peak use, as identified by the MPRB, of the GRHD: Kenilworth Lagoon.
 - c. Upon completion of specific construction activities requiring waterway closures, access for park users shall be restored within seven (7) calendar days. The COUNCIL shall notify MPRB when access to park users will be restricted, to maintain public safety, beyond the timeframe identified in this paragraph, and identify the reasons for the extended closure. The reasons for the extended closure and its duration will be posted on the PROJECT website.
 - d. The COUNCIL shall reinstate access to the GRHD: Kenilworth Lagoon during any periods of inactivity exceeding fourteen (14) calendar days. The COUNCIL shall notify MPRB when access to the Kenilworth Lagoon will be restricted, to maintain public safety, beyond the timeframe identified in this paragraph, and identify the reasons for the extended closure. The reasons for the extended closure and its duration will be posted on the PROJECT website.
- D. Unexpected discoveries. The CPP shall include a plan for the unexpected discovery of archaeological remains. The plan for unexpected discoveries shall be developed in accordance with Stipulation XII of this AGREEMENT.
- E. The draft CPP, including all measures identified in Subparagraphs A through D of this stipulation, shall be submitted to FTA for review and approval. Once FTA's comments are incorporated, the draft CPP shall be submitted to MnHPO, the concurring parties, and owners of the historic properties identified under this stipulation. MnHPO the concurring parties, and

owners of the historic properties shall have thirty (30) calendar days to provide comments on the CPP. The COUNCIL shall consider all comments received and use them to prepare the final CPP. If there are any comments from MnHPO or the concurring parties that are not viable to incorporate into the CPP, the COUNCIL shall provide an explanation to FTA. If FTA agrees with the COUNCIL's assessment that suggestions cannot be incorporated, FTA shall notify MnHPO and the concurring parties. If agreement cannot be reached on if their suggestions are viable to incorporate, FTA shall consult with the COUNCIL, MnHPO and the concurring parties as per the terms of Stipulation XIII of this AGREEMENT. The COUNCIL shall submit the final CPP to FTA for approval. Upon FTA approval, the final CPP shall be submitted to MnHPO for a thirty (30) calendar day review and concurrence that must be completed prior to the initiation of PROJECT construction.

- F.** Before PROJECT construction activities begin (defined as demolition activities and earthwork, and construction of PROJECT infrastructure and related improvements) in the vicinity of the historic properties subject to this stipulation, the COUNCIL shall meet with the construction contractor(s) to review the CPP, and confirm that construction plans are consistent with the PROJECT design as reviewed by FTA and MnHPO.
- G.** The COUNCIL will monitor PROJECT construction to ensure that all measures identified in the CPP are implemented and shall provide a record of monitoring activities in the quarterly reports prepared pursuant to Stipulation X of this AGREEMENT.

V. ARCHAEOLOGICAL SITES 21HE0436 AND 21HE0437

A. Phase III Data Recovery

- i.** Prior to the start of PROJECT construction, as defined in Stipulation IV of this AGREEMENT, in the vicinity of Archaeological Sites 21HE0436 and 21HE0437, the COUNCIL shall complete a Phase III Data Recovery of both sites.
 - a.** The COUNCIL will ensure that the Phase III data recovery is carried out under the direct supervision of a qualified historical archaeologist meeting the *SOI's Professional Qualifications Standards* (36 CFR § 61) for archaeology. Direct supervision entails developing the Data Recovery Plan, conducting the field work, doing a majority of the laboratory analysis, and the majority of the writing of the report, especially the results.
 - b.** All archaeological field work and documentation shall be completed in accordance with the *SOI's Guidelines for Archaeological Documentation* and the guidelines of the Minnesota Office of the State Archeologist (OSA), MnHPO and MnDOT CRU.
 - c.** The cost of curation shall be borne by the PROJECT. The COUNCIL will work with MnHPO to identify a repository for curation that shall meet Federal repository standards established under 36 CFR § 79.9, and as outlined on the Minnesota Historical Society's (MNHS) web site: <http://www.mnhs.org/collections/archaeology/curation.php>.

- d. Newly identified information about Sites 21HE0436 and 21HE0437 gained through the Phase III Data Recovery shall be incorporated into the interpretation required by Subparagraph B of this stipulation.

B. Interpretation of the Archaeological Sites at Royalston Station

- i. The COUNCIL shall incorporate site interpretation of 21HE0436 and 21HE0437 into the design of the Royalston Station. The interpretation shall be based on the results of the Phase II evaluation completed for both sites during the historic property identification stage of the PROJECT and the Phase III excavation of both sites required by Subparagraph A of this stipulation. Interpretation to be incorporated into the Royalston Station and related PROJECT improvements shall include:
 - a. Up to eight (8) double-sided panels, four (4) on each platform, which will be approximately one foot, six inches (1'6") by three feet, six inches (3'6") in size. MnHPO and the concurring parties have agreed on the size, number, and location of the panels prior to the signing of this AGREEMENT. Based on panel theme, content should include various combinations of text, historical content (e.g. photographs, maps, atlases and other materials), and modern graphics (photographs, maps, depictions of artifacts uncovered, etc.). The content of the panels shall be finalized after the completion of the Phase III Data Recovery.
 - b. Interpretation of the actual location of elements of the archaeological sites (e.g. building footprints/foundations and/or locations of significant finds) may be incorporated into the ground surfaces of the station and/or other PROJECT improvements in the vicinity of the station. Because the design could create ADA or future maintenance concerns, the COUNCIL will present the proposed design to the City of Minneapolis. The City of Minneapolis will have approval authority over the design of elements on City of Minneapolis owned property. If no design can be developed that incorporates the location of archaeological site elements due to lack of approval by the City of Minneapolis, FTA shall notify the MnHPO of the reasons for the City of Minneapolis' rejection of the design, and no additional mitigation shall be required for this adverse effect.
- ii. The COUNCIL, with the assistance of MnDOT CRU, shall develop an interpretative plan for the interpretation in conformance with the *Standards and Practices for Interpretive Planning from the National Association for Interpretation (NAI)* and *Creating Outdoor Trail Signage* technical leaflets.¹ The team preparing the content of the interpretation and identification of

¹ Miller, Ellen, and Aaron Novodorsky
2008 Creating Outdoor Trail Signage, Part 1: Planning and Design *Minnesota History Interpreter*, 2008 (May-June), 3-6.

the location of the in-ground interpretation shall include a qualified historical archaeologist who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for archaeology, and an interpretative planner certified by the National Association for Interpretation (NAI) as a Certified Interpretative Planner.

- a. A draft interpretative plan shall be prepared that includes themes for the interpretation, as well as draft text and graphics for the interpretative panels, and a draft design for the ground surface interpretation. MnDOT CRU shall review the draft interpretative plan for sufficiency and forward it with a recommendation to FTA for review. If FTA determines the draft plan is sufficient, it will submit the plan to MnHPO, the Minneapolis HPC, and the City of Minneapolis. MnHPO, the Minneapolis HPC, and the City of Minneapolis shall have thirty (30) calendar days to provide comments on the draft plan.
- b. A final interpretative plan shall be prepared that includes the final content and layout of the interpretative panels, and the final design of the ground surface interpretation. As feasible, the final plan shall incorporate any recommendations made by MnHPO, the Minneapolis HPC, or the City of Minneapolis on the draft plan. MnDOT CRU shall review the final interpretative plan for sufficiency and forward it with a recommendation to FTA for review. If FTA determines the final plan is sufficient, FTA shall submit the plan to MnHPO for concurrence. MnHPO shall have thirty (30) calendar days to review and concur with the final plan. If MnHPO does not concur, it shall provide comments to FTA on the grounds for its disagreement with the plan. Upon receiving such comments FTA shall consult with MnHPO to resolve the disagreement in accordance with Stipulation XIII of this AGREEMENT.
- iii. The content of the interpretive panels shall be developed into a webpage and placed on the MnDOT CRU website and also provided to MnHPO to place on the MnHPO or MNHS website in order to make it accessible to the general public.

VI. CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD DEPOT

- A. In order to avoid adverse visual effects to the Chicago, Milwaukee, St. Paul & Pacific Railroad Depot from a noise wall included in the 60% Plans for the PROJECT upon which the Final Determination of Effect was made, the COUNCIL shall implement the following design measures:
 - The crossover tracks between the east and westbound LRT tracks, including the proposed switches and signal bungalow, which are shown on the PROJECT's 60% Plans as being located directly in front (north) of the Chicago, Milwaukee, St. Paul & Pacific Railroad Depot property, will be relocated to 3,420 feet west (center point-to-center point) along the PROJECT alignment from the original proposed location near the depot.

- The beginning point of the eastern end of the noise wall shown on the PROJECT's 60% Plans as beginning directly in front of (north), near the east end of the Chicago, Milwaukee, St. Paul & Pacific Railroad Depot will be shifted at least 240 feet west of the originally proposed starting point to allow for a direct visual connection to be maintained between the depot and the adjacent railroad corridor in which the PROJECT will be constructed.
- i. The relocated crossover and the revised design for the noise wall shall be incorporated into the 90% Plans and 100% Plans that shall be reviewed in accordance with Stipulations I.A and II of this AGREEMENT.
- ii. Prior to completing the 100% Plans, FTA, the COUNCIL, and MnDOT CRU will continue consultation with MnHPO and the concurring parties, as appropriate, on the design of the noise walls within in the vicinity of the Chicago, Milwaukee, St. Paul & Pacific Railroad Depot, as identified in Stipulations I.B and VII.B of this AGREEMENT.

VII. GRAND ROUNDS HISTORIC DISTRICT

- A. GRHD: Kenilworth Lagoon Noise Mitigation. The COUNCIL shall, with the assistance of the MnDOT CRU, design and construct noise mitigation to mitigate the adverse noise effect on the GRHD: Kenilworth Lagoon. The noise mitigation will consist of a parapet wall and rail damper on the LRT-bridge over the waterway, and extending beyond its ends. The final design of the wall will be determined as PROJECT designs are finalized, but it must mitigate the noise impact to a level of no residual noise impact. The design of the noise mitigation shall be reviewed in accordance with Stipulation II of this AGREEMENT.
- B. Additional Design Consultation. Prior to completing the 100% Plans, FTA, the COUNCIL, and MnDOT CRU will continue consultation with MnHPO and the concurring parties, as appropriate, on the design of the PROJECT elements within and in the vicinity of the Grand Rounds Historic District, as identified in Stipulation I.B of this AGREEMENT.
- C. GRHD: Kenilworth Lagoon WPA Rustic Style Retaining Walls. The COUNCIL shall rehabilitate / reconstruct the retaining walls identified on Attachment D to minimize and mitigate the adverse effect on this property. The work shall be done in accordance with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68), and the National Park Service's (NPS) Preservation Brief 2: *Repointing Mortar Joints in Historic Masonry Buildings* and Preservation Tech Notes: *Masonry 4: Non-destructive Evaluation Techniques for Masonry Construction*.
 - i. Treatments. The portions of the walls shown in orange on Attachment D shall be documented, deconstructed, with the stone salvaged, and reconstructed; the portions shown in green shall be rehabilitated. Stone that has fallen off the walls into the waterway shall be reclaimed and used to complete the work. The reconstruction/rehabilitation work shall be a

single construction effort that will occur with construction work in the Kenilworth Lagoon and finished before PROJECT construction is completed.

- ii. Construction Plans. The COUNCIL shall prepare construction plans that include documentation of the existing walls; specifications on how to dismantle the section shown in orange on Attachment D; and construction plans and specifications for the reconstruction / rehabilitation work. The team preparing the plans shall include an architect who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for historic architect and a civil engineer with at least five (5) years of experience working with historic structures. The COUNCIL shall submit the draft plans to MnHPO and MPRB for review. MnHPO and MPRB shall have thirty (30) calendar days to provide comments. As feasible, the final plan shall incorporate any recommendations made by MnHPO and MPRB. If any of the recommendations are not feasible to incorporate into the final plan, the COUNCIL shall provide an explanation to MnHPO and MPRB. The COUNCIL shall obtain MnHPO concurrence on the final plans before initiating PROJECT construction within the Kenilworth Lagoon. If agreement cannot be reached on the plans, the COUNCIL shall notify FTA and FTA shall consult with the MnHPO and MPRB as per the terms of Stipulation XIII of this AGREEMENT.

- D. Plans for Grand Rounds Historic District: Canal System. The COUNCIL, with assistance from MnDOT CRU, shall collaborate with MnHPO and MPRB to prepare guidance for future preservation activities within the portion of the GRHD: Canal System, including adjacent parkland, extending from the north end of Lake Calhoun to the east end of Cedar Lake, and including the entirety of the Lake of the Isles Park and Kenilworth Lagoon elements (Attachment E). The plans shall be prepared in accordance with the *SOI's Standards for the Treatment of Historic Properties* (36 CFR § 68); the *SOI's Standards for Preservation Planning*; the NPS's *Guidelines for the Treatment of Cultural Landscapes*, Preservation Briefs and Tech Notes.

- i. Preservation Plan. The preservation plan shall include an overall vision for historic preservation of this portion of the historic district, strategies to guide historic preservation efforts to achieve the overall vision, and objectives for implementing each strategy. The team preparing the plan shall include a planner with a master's degree in planning and at least five years of experience planning for historic properties, preferably a member of the American Institute of Certified Planners, a historian and/or architectural historian who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for history and architectural history, an architect who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for historic architect, and a landscape architect who has a combination of education and experience in landscape architecture equivalent to the *SOI's Professional Qualifications Standards* (36 CFR § 61) for historic architect.
 - a. A scope shall be prepared that defines the goals of the plan, the extent of community engagement that will be completed during its preparation, and the process for its approval. The public participation process shall meet the requirements of 36 CFR § 800 and MPRB's community engagement ordinance (PB § 11 [Attachment F]). The

COUNCIL shall obtain MnHPO concurrence on the final scope prior to preparing the plan.

- ii. Treatment Plans/Standards/Guidelines (Treatments Plan). Treatments shall be prepared to guide preservation activities for up to twelve (12) different historic features, or feature types within the planning area. Features may include, but not be limited to, retaining walls, shorelines (land-water interfaces), lighting, signage, circulation dividers, circulation systems (e.g. parkway paving), bridges, and site furnishings. The team preparing the plan shall include an architect who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for historic architect, a landscape architect who has education and experience in landscape architecture comparable to the requirements the *SOI's Professional Qualifications Standards* (36 CFR § 61) require for a historic architect, and a civil engineer with at least five years of experience working with historic structures.
 - a. A scope shall be prepared that identifies the features/feature types for which treatments will be prepared, the type and level of documentation to be prepared for each feature, and a process for implementing and approving the plan. The COUNCIL shall obtain MnHPO concurrence on the final scope prior to preparing the plan.

- E. Review of Plans. The COUNCIL shall submit the plans to MnHPO and MPRB for review in accordance with the processes defined in the final scope for each plan. The COUNCIL shall obtain MnHPO concurrence on the final plans before commencing revenue service operations of the PROJECT. The COUNCIL shall also seek MPRB Board of Commissioners approval of the final plans; however, MPRB Board of Commissioners approval of the plans shall not be required for fulfillment of this Stipulation. If the COUNCIL, MnHPO, and MPRB cannot agree on scopes for the plans, or if MnHPO does not concur with the final plans, the COUNCIL shall notify FTA and FTA shall consult with MnHPO and MPRB as per the terms of Stipulation XIII of this AGREEMENT.

VIII. HOPKINS COMMERCIAL HISTORIC DISTRICT

A. National Register of Historic Places Nomination

- i. The COUNCIL, with the assistance of MnDOT CRU and in consultation with MnHPO, shall have a qualified consultant prepare a NRHP nomination form, in conformance with the guidelines of the NPS, for the Hopkins Commercial Historic District. The nomination shall be prepared by a historian and/or architectural historian who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for history and/or architectural history, and who has successfully completed previous NRHP nominations for historic districts.
 - a. The COUNCIL, with the assistance of MnDOT CRU, shall prepare the draft NRHP nomination form and submit it to MnHPO for review. MnHPO shall have sixty (60) calendar days to provide comments. The final NRHP nomination form shall incorporate any recommendations made by MnHPO. As needed, multiple drafts may be required and

MnHPO shall have thirty (30) calendar days to provide comments on each subsequent draft. The COUNCIL shall initiate work on the NRHP nomination within six (6) months of execution of this AGREEMENT and shall complete the final NRHP nomination form and supporting documentation, and receive MnHPO concurrence, before the PROJECT commences revenue service operations.

- b.** Actual nomination of the historic district to the NRHP will be at the discretion of MnHPO and will follow the established procedures of the NPS (36 CFR § 60). In accordance with 36 CFR § 60.6(g), property owners will be given the opportunity to object to listing their property in the NRHP.

B. Public Education

- i.** Prior to initiating revenue service operations of the PROJECT, the COUNCIL shall provide the City of Hopkins, owners of historic properties in the Hopkins Commercial Historic District, and MnHPO with copies of the NRHP nomination for the district and information on financial incentives for historic preservation that are available to owners of NRHP listed properties.
 - a.** In the quarterly report required by Stipulation X of this AGREEMENT and immediately following the conclusion of the public education effort, the COUNCIL shall provide a brief summary of the public education effort and a list of historic properties identified.

IX. STANDARDS

- A.** All work carried out pursuant to this AGREEMENT will meet the *SOI's Standards for Archaeology and Historic Preservation* (48 FR 44716). In instances where it is not feasible to reach a PROJECT design that meets these standards, mitigation measures will be developed and implemented pursuant to Stipulation XIII of this AGREEMENT.
- B.** FTA shall ensure that all activities carried out pursuant to this AGREEMENT will be done by, or under the direct supervision of, historic preservation professionals who meet the *SOI's Professional Qualifications Standards* (36 CFR § 61) in the appropriate field. The professionally qualified staff in MnDOT CRU shall help FTA and the COUNCIL with oversight of the work. FTA and the COUNCIL shall ensure that consultants it retains for services pursuant to implementation of this AGREEMENT meet these standards.

X. MONITORING AND REPORTING

- A.** Every three (3) months following the execution of this AGREEMENT until it expires or is terminated, the COUNCIL, with the assistance of MnDOT CRU, shall provide all signatories and concurring parties to this AGREEMENT a summary report detailing work undertaken pursuant to its terms. Each report shall include an itemized listing of all actions required to be taken to implement the terms of the AGREEMENT, identify what actions the COUNCIL has taken during

the reporting period to implement those actions, identify any problems or unexpected issues encountered during that time, any scheduling changes proposed, any disputes and objections submitted or resolved in FTA's efforts to carry out the terms of this AGREEMENT, and any changes recommended in implementation of the AGREEMENT. Each report shall also include a timetable of activities proposed for implementation within the following reporting period.

- B.** Signatories and concurring parties to this AGREEMENT shall review the quarterly reports and provide any comments to FTA and the COUNCIL within thirty (30) calendar days of receipt of the report.
- C.** The COUNCIL shall notify the public via the PROJECT website about the publication of the quarterly reports and that the reports are available for inspection and review upon request.
- D.** The COUNCIL shall share any comments received from concurring parties and the public with the signatories and concurring parties to this AGREEMENT.
- E.** At its own discretion, or at the request of any signatory to this AGREEMENT, FTA shall convene a meeting to facilitate review and comment on the reports, and to resolve any questions about its content and/or to resolve objections or concerns.

XI. COORDINATION WITH OTHER FEDERAL REVIEWS

In the event any other federal agency provides funding, permits, licenses, or other assistance to the COUNCIL for the PROJECT as it was planned at the time of the execution of this AGREEMENT, such funding or approving agency may comply with Section 106 by agreeing in writing to the terms of this AGREEMENT and so notifying and concurring with FTA. FTA will provide copies of all requests of this type to MnHPO.

XII. REVIEW PROCESS DURING CONSTRUCTION

This stipulation covers the discoveries of additional historic properties, PROJECT modifications, and changes of effect to known historic properties identified during PROJECT construction and not specifically addressed by other stipulations of this AGREEMENT.

- A.** Prior to initiating PROJECT construction, as defined in Stipulation IV of this AGREEMENT, the COUNCIL shall prepare as part of the CPP required by Stipulations IV and IV.D of this AGREEMENT a plan for the unexpected discovery of historic properties.
- B.** PROJECT Modifications. If, after the completion of 100% Plans, the COUNCIL makes modifications to the PROJECT design during construction, MnDOT CRU shall review the modifications to determine if there are any substantive changes in the PROJECT's design that that would result in new and/or additional adverse effects on historic properties or a revision in the PROJECT's APE. If there are substantive changes that would result in a new and/or additional adverse effect and/or requiring a revision to the PROJECT's APE, FTA shall consult

with MnHPO and the concurring parties in accordance with Stipulations III of this AGREEMENT.

- C. Historic Properties Discovered or Unexpectedly Affected as a Result of PROJECT Construction. If previously unidentified historic properties, including human remains, are discovered unexpectedly during construction of the PROJECT, or previously known historic properties are affected, or have been affected in an unanticipated adverse manner, all ground-disturbing activities will cease in the area of the property, as well as within one hundred (100) feet of it, to avoid and/or minimize harm to the property. The contractor will immediately notify the COUNCIL of the discovery and implement interim measures in accordance with the unexpected discoveries plan required by Stipulation IV.D of this AGREEMENT to protect the discovery from damage, looting, and vandalism. Measures shall include, but not be limited to protective fencing and covering of the discovery with appropriate materials. The COUNCIL will inform MnDOT CRU and concurring parties with jurisdiction over, or a demonstrated interest in, the property. If reasonably convenient and appropriate, the contractor, COUNCIL, MnDOT CRU, and any concurring parties with jurisdiction over, or a demonstrated interest in the property, will confer at the site in a timely manner to assess the property, determine the likely PROJECT impacts to the property, and to determine the most appropriate avoidance measures for the property. Any artifacts found as part of an unexpected discovery during construction that are part of sites determined not eligible for the NRHP in accordance with Stipulation XII.D of this AGREEMENT will be offered to local historical societies for their collections if desired.

i. Non-Human Remains.

- a. The COUNCIL, with assistance from MnDOT CRU, will contract with a qualified archaeologist, historian and/or architectural historian, as appropriate, who meets the *SOI's Professional Qualifications Standards* (36 CFR § 61) for their respective field to record, document, and provide a recommendation on the NRHP eligibility of the discovery to FTA within seventy-two (72) hours of receipt of notification. FTA shall inform MnHPO, any Indian tribes that may attach religious and cultural significance to the property, and concurring parties with jurisdiction over, or a demonstrated interest in the property, of the discovery.

ii. Human Remains.

- a. Since there are no federal lands within the construction limits for the PROJECT, if any human remains are encountered, the PROJECT shall follow the treatment of human remains as per Minnesota Statute 307.08. The COUNCIL shall immediately notify local law enforcement and the Office of the State Archaeologist (OSA). The COUNCIL shall also immediately notify the FTA, MnHPO, MnDOT CRU, concurring parties and appropriate Tribes within twenty-four (24) hours via email, fax, or telephone. The OSA shall coordinate with the Minnesota Indian Affairs Council (MIAC) if the remains are thought to be Native American, in accordance with Minnesota Statute (M.S.) 307.08. OSA will have the final authority in determining if the remains are human. The

COUNCIL, with assistance from MnDOT CRU, will also contract with a qualified archaeologist to provide a recommendation on the NRHP eligibility of the discovery, including the human remains, to FTA within seventy-two (72) hours of receipt of notification. FTA will inform MnHPO and any Indian tribes that may attach religious and cultural significance to the property, of the discovery.

- b.** If it is determined that the identified bones are human remains covered under M.S. 307.08, the OSA shall have jurisdiction to ensure that the appropriate procedures in accordance with Minnesota statutes are fulfilled. OSA is the lead state agency for authentication of burial sites on non-federal lands as per M.S. 307.08. The COUNCIL, with the assistance of MnDOT CRU, shall work with OSA, MnHPO, the Tribes, MIAC, and other parties to develop and implement a reburial plan, if that is the preferred approach by the parties. Avoidance and preservation in place is the preferred option for the treatment of human remains. If FTA also determines that the burial site is eligible for the NRHP, FTA and MnHPO shall work with OSA and MIAC on determining appropriate treatment and mitigation.
- D.** If a historic property is identified during PROJECT construction, the FTA will issue a determination of eligibility for the property within ten (10) calendar days following notification from the COUNCIL and submittal of recommendations from the COUNCIL's consultant provided in accordance with Subparagraphs A and C of this stipulation. MnHPO shall have ten (10) calendar days to provide concurrence or comments on the eligibility determination. Alternately, FTA may assume the newly discovered property is eligible for the NRHP for the purposes of 54 U.S.C. § 306108 pursuant to 36 CFR § 800.13(c).
 - i.** If FTA determines that the site does not meet National Register criteria and is not a historic property, and the MnHPO concurs, FTA will have no further obligations in regards to the property, and construction activities can resume.
 - ii.** For all properties determined eligible for the NRHP, FTA will make a finding of effect.
 - a.** If the finding is of no adverse effect and MnHPO concurs, construction activities can resume, pending implementation of any conditions on which the finding is based, if any.
 - b.** If FTA finds that the historic property will be adversely affected and MnHPO concurs, FTA, with the assistance of MnDOT CRU, will issue new findings of effect for the new adverse effect. MnHPO and the consulting parties shall have ten (10) calendar days to provide comments on FTA's finding. FTA will consult with MnHPO and other concurring parties to this AGREEMENT to develop a mitigation plan appropriate to the historic property and the nature and scale of the effect. If the mitigation is data recovery, construction activities may not resume until after the completion of the field work for the data recovery.

- E. The COUNCIL shall include provisions in its construction contracts to ensure that Subparagraphs A through D of this stipulation, are carried out by the construction contractor(s).

XIII. DISPUTE RESOLUTION

- A. Should any party to this AGREEMENT object at any time to any actions proposed or the manner in which the terms of the AGREEMENT are implemented, FTA will consult with the objecting party (or parties) to resolve the objection and will request ACHP involvement. If ACHP is not able to resolve the objection(s), FTA will follow 36 CFR § 800.7. All other actions subject to the terms of this AGREEMENT that are not subjects of the dispute remain unchanged pending resolution.
- B. If the FTA determines that such objection cannot be resolved, FTA will forward all documentation relevant to the dispute, including FTA's proposed resolution, to the ACHP. The ACHP will provide FTA with its advice on the resolution of the objection within thirty (30) calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA will prepare a written response that takes into account any timely advice or comment regarding the dispute from ACHP, signatories, invited signatories and concurring parties, and provide the parties with a copy of the written response. FTA will then proceed according to its final decision.

XIV. DURATION, AMENDMENTS, AND TERMINATION

- A. This AGREEMENT will remain in effect from the date of execution for a period not to exceed ten (10) years. If the FTA anticipates that the terms of the AGREEMENT will not be completed within this timeframe, it will notify the signatories, invited signatories, and concurring parties in writing at least thirty (30) calendar days prior to the AGREEMENT'S expiration date. The AGREEMENT may be extended by the written concurrence of the signatories and invited signatories. If the AGREEMENT expires and the FTA elects to continue with the undertaking, the FTA will reinitiate review of the undertaking in accordance with 36 CFR § 800.
- B. If any signatory or invited signatory to the AGREEMENT determines that the terms of the AGREEMENT cannot be fulfilled, or that an amendment to the terms of the AGREEMENT must be made, the signatories or invited signatories will consult to seek an amendment to its terms using the same consultation process as that exercised in creating the original AGREEMENT. The FTA shall file any amendments with the ACHP upon execution as per 36 CFR § 800.6(c)(7).
- C. Any signatory or invited signatory to this AGREEMENT may terminate the AGREEMENT by providing thirty (30) calendar days written notice to the other signatories and invited signatories, provided the signatories or invited signatories consult during the period prior to termination to agree on amendments or other actions that would avoid termination. If the AGREEMENT is terminated and the FTA elects to continue with the undertaking, the FTA will reinitiate review of the undertaking in accordance with 36 CFR § 800.

XV. IMPLEMENTATION

- A.** This AGREEMENT may be implemented in counterparts, with a separate page for each signatory or party. This AGREEMENT will become effective on the date of the final signature by the signatories and invited signatories. The refusal of any party invited to concur in the AGREEMENT does not invalidate the AGREEMENT. FTA will ensure each party is provided with a fully executed copy of the AGREEMENT and that the final AGREEMENT, updates to appendices, and any amendments are filed with the ACHP.
- B.** Execution of this AGREEMENT by FTA, MnHPO, and ACHP and implementation of its terms is evidence that the FTA has taken into account the effects of its undertaking on historic properties and has afforded the ACHP opportunity to comment pursuant to Section 106 of the National Historic Preservation Act.

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
BETWEEN
THE FEDERAL TRANSIT ADMINISTRATION
AND
THE MINNESOTA HISTORIC PRESERVATION OFFICE
REGARDING
THE SOUTHWEST LIGHT RAIL TRANSIT (METRO GREEN LINE EXTENSION) PROJECT
HENNEPIN COUNTY, MINNESOTA**

SIGNATORY

FEDERAL TRANSIT ADMINISTRATION

By: _____
Marisol Simón, Region V Administrator

Date: _____

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
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THE MINNESOTA HISTORIC PRESERVATION OFFICE
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HENNEPIN COUNTY, MINNESOTA**

SIGNATORY

MINNESOTA HISTORIC PRESERVATION OFFICE

By: _____ Date: _____
Barbara M. Howard, Deputy State Historic Preservation Officer

SIGNATURE PAGE

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THE MINNESOTA HISTORIC PRESERVATION OFFICE
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THE SOUTHWEST LIGHT RAIL TRANSIT (METRO GREEN LINE EXTENSION) PROJECT
HENNEPIN COUNTY, MINNESOTA**

INVITED SIGNATORY

METROPOLITAN COUNCIL

By: _____
Wes Kooistra, Regional Administrator

Date: _____

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
BETWEEN
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HENNEPIN COUNTY, MINNESOTA**

INVITED SIGNATORY

MINNESOTA DEPARTMENT OF TRANSPORTATION

By: _____
Charles A. Zelle, Commissioner

Date: _____

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
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THE MINNESOTA HISTORIC PRESERVATION OFFICE
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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

HENNEPIN COUNTY

By: _____ Date: _____
Kevin Dockry, Director, Community Works and HCRRA, Hennepin County Public Works

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF EDEN PRAIRIE

By: _____
Rick Getschow, City Manager

Date: _____

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF HOPKINS

By: _____
Mike Mornson, City Manager

Date: _____

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF MINNEAPOLIS

By: _____
Kjersti Munson, Director, Long Range Planning

Date: _____

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF MINNETONKA

By: _____
Geraldyn Barone, City Manager

Date: _____

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CITY OF ST. LOUIS PARK

By: _____
Tom Harmening, City Manager

Date: _____

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

EDEN PRAIRIE HERITAGE PRESERVATION COMMISSION

By: _____
Steve Olson, Chair

Date: _____

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

MINNEAPOLIS HERITAGE PRESERVATION COMMISSION

By: _____
Laura Faucher, Chair

Date: _____

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

MINNEAPOLIS PARK AND RECREATION BOARD

By: _____ Date: _____
Liz Wielinski, President

And

By: _____ Date: _____
Jennifer Ringold, Secretary to the Board of Commissioners

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
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THE SOUTHWEST LIGHT RAIL TRANSIT (METRO GREEN LINE EXTENSION) PROJECT
HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

THREE RIVERS PARK DISTRICT

By: _____
Boe Carlson, Superintendent of the Park District

Date: _____

SIGNATURE PAGE

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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

ST. LOUIS PARK HISTORICAL SOCIETY

By: _____
Ted Ekkers, President

Date: _____

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
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HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

CEDAR-ISLES-DEAN NEIGHBORHOOD ASSOCIATION

By: _____
Craig Westgate, Chair

Date: _____

SIGNATURE PAGE

**MEMORANDUM OF AGREEMENT
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THE SOUTHWEST LIGHT RAIL TRANSIT (METRO GREEN LINE EXTENSION) PROJECT
HENNEPIN COUNTY, MINNESOTA**

CONCURRING PARTY

KENWOOD ISLES AREA ASSOCIATION

By: _____
Jeanette Colby, Chair

Date: _____

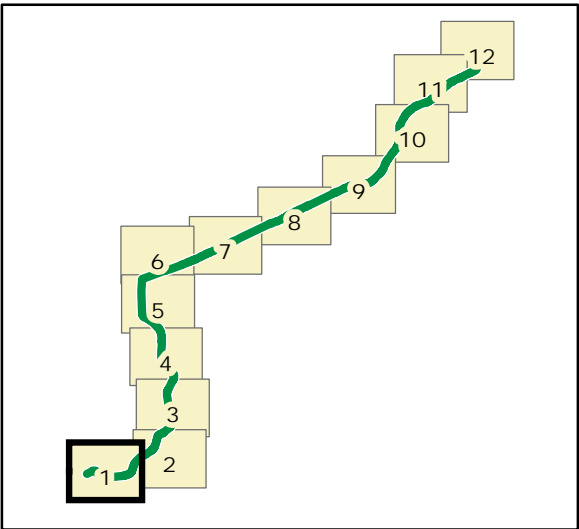
ATTACHMENT A

Area of Potential Effect

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Southwest LRT Final EIS
Hennepin County, Minnesota

- Final Archaeological APE (September 2015)
- Previously Reviewed Archaeological Survey Area
- Final Architecture/History APE (September 2015)
- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance



APE:
Archaeological & Architecture/History

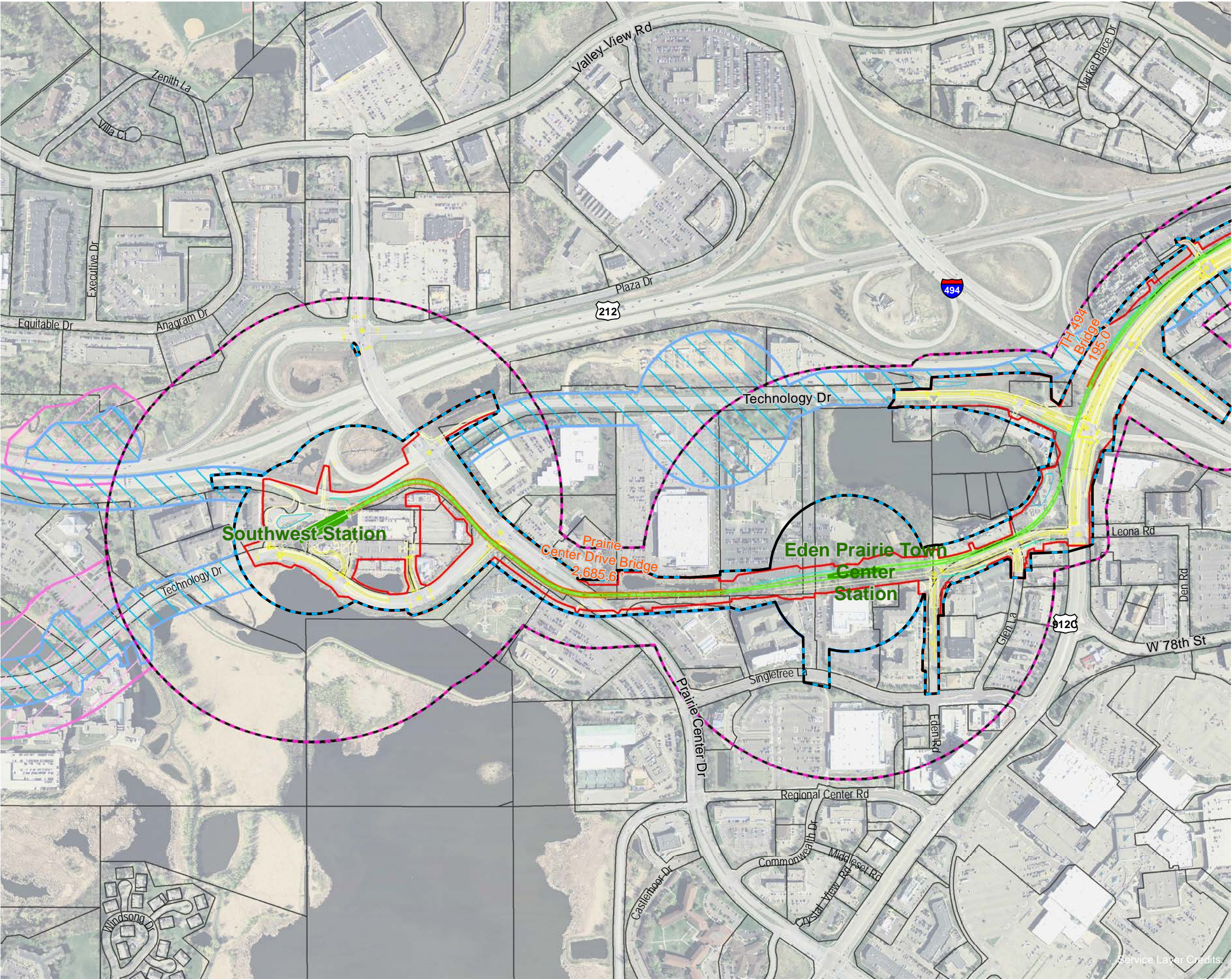
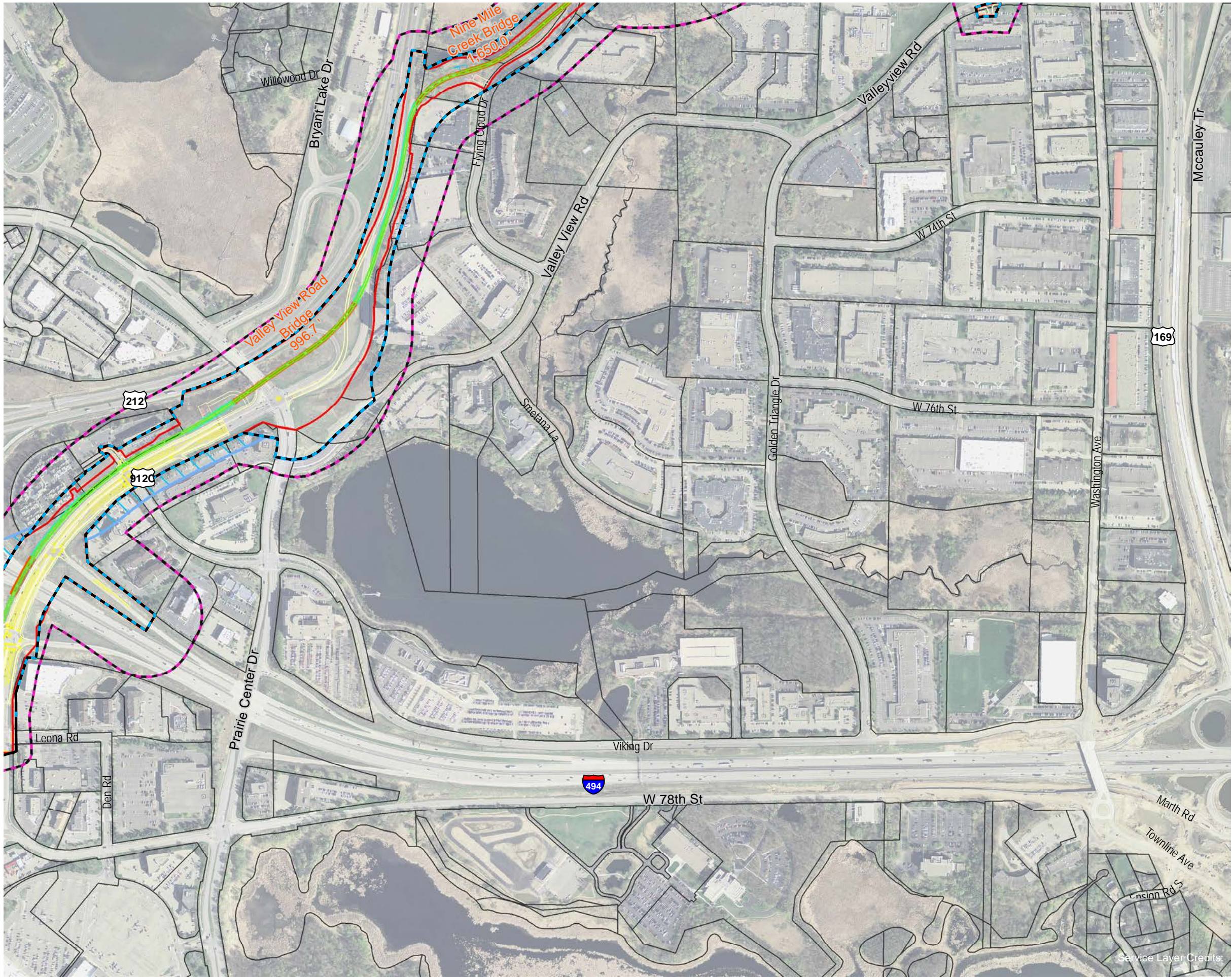
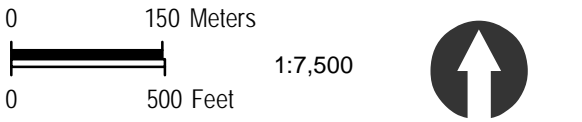
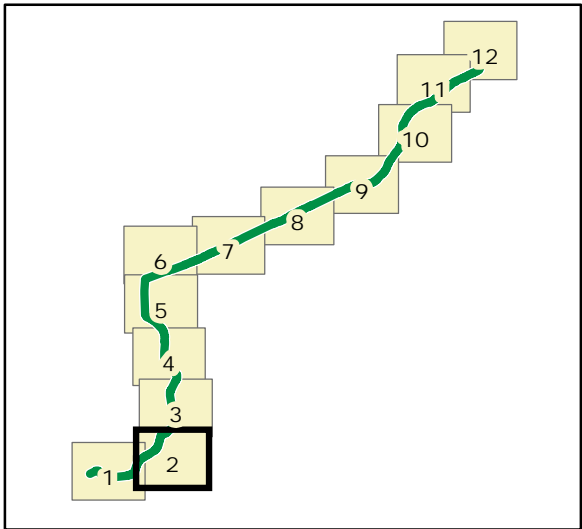


Figure 1



Southwest LRT Final EIS Hennepin County, Minnesota

- Final Archaeological APE (September 2015)
- Previously Reviewed Archaeological Survey Area
- Final Architecture/History APE (September 2015)
- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance

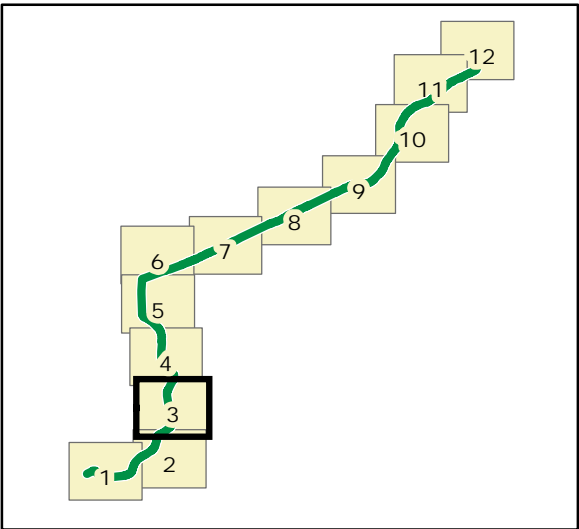


APE:
Archaeological & Architecture/History

Figure 2

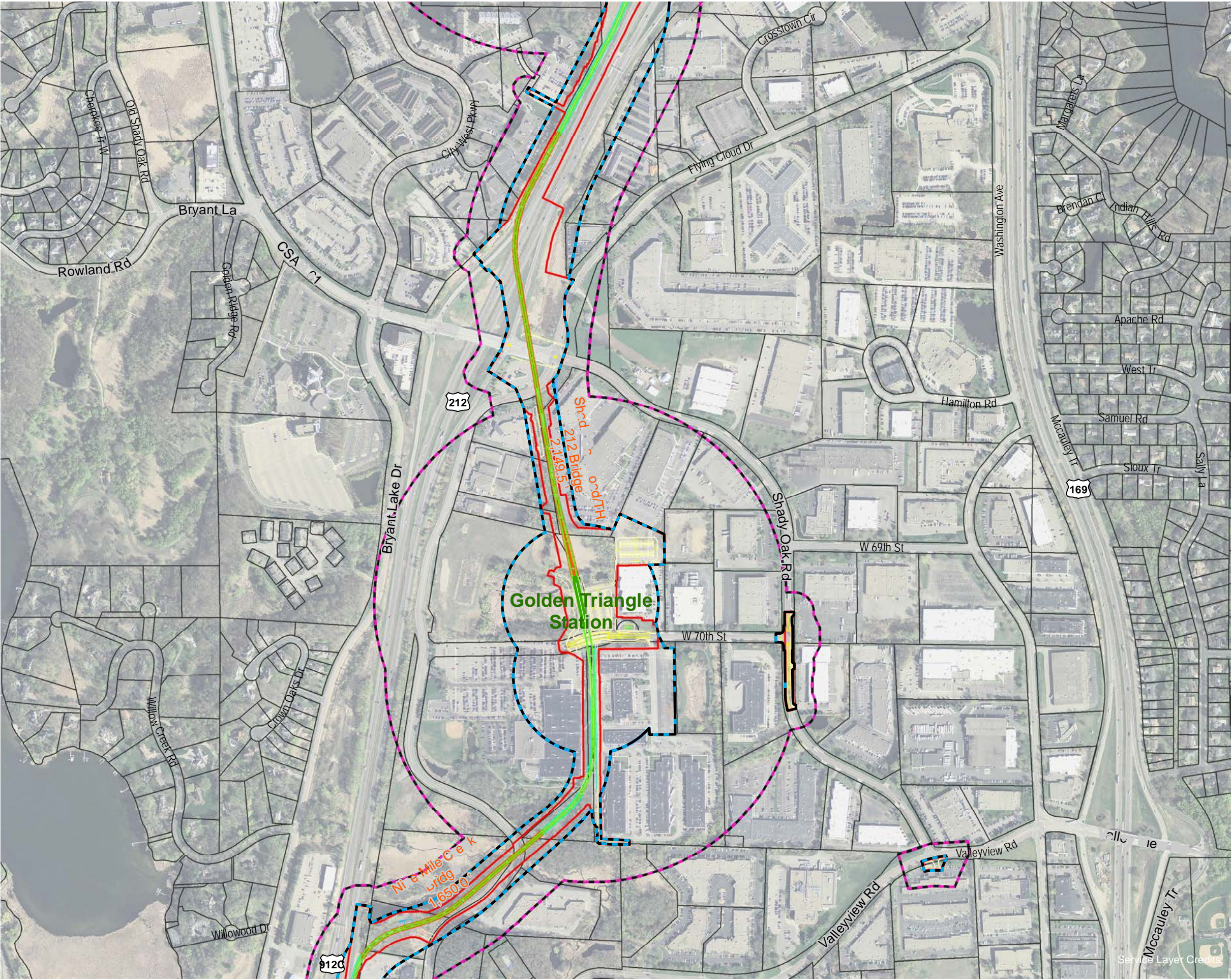
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Hennepin County, Minnesota

- Final Archaeological APE (September 2015)
- Previously Reviewed Archaeological Survey Area
- Final Architecture/History APE (September 2015)
- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance



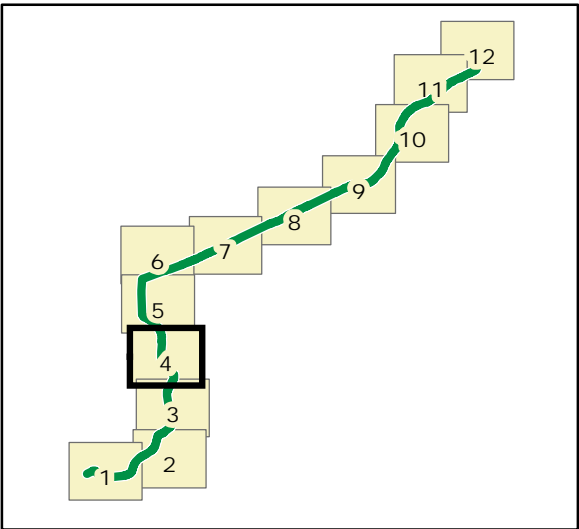
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Archaeological & Architecture/History

Figure 3



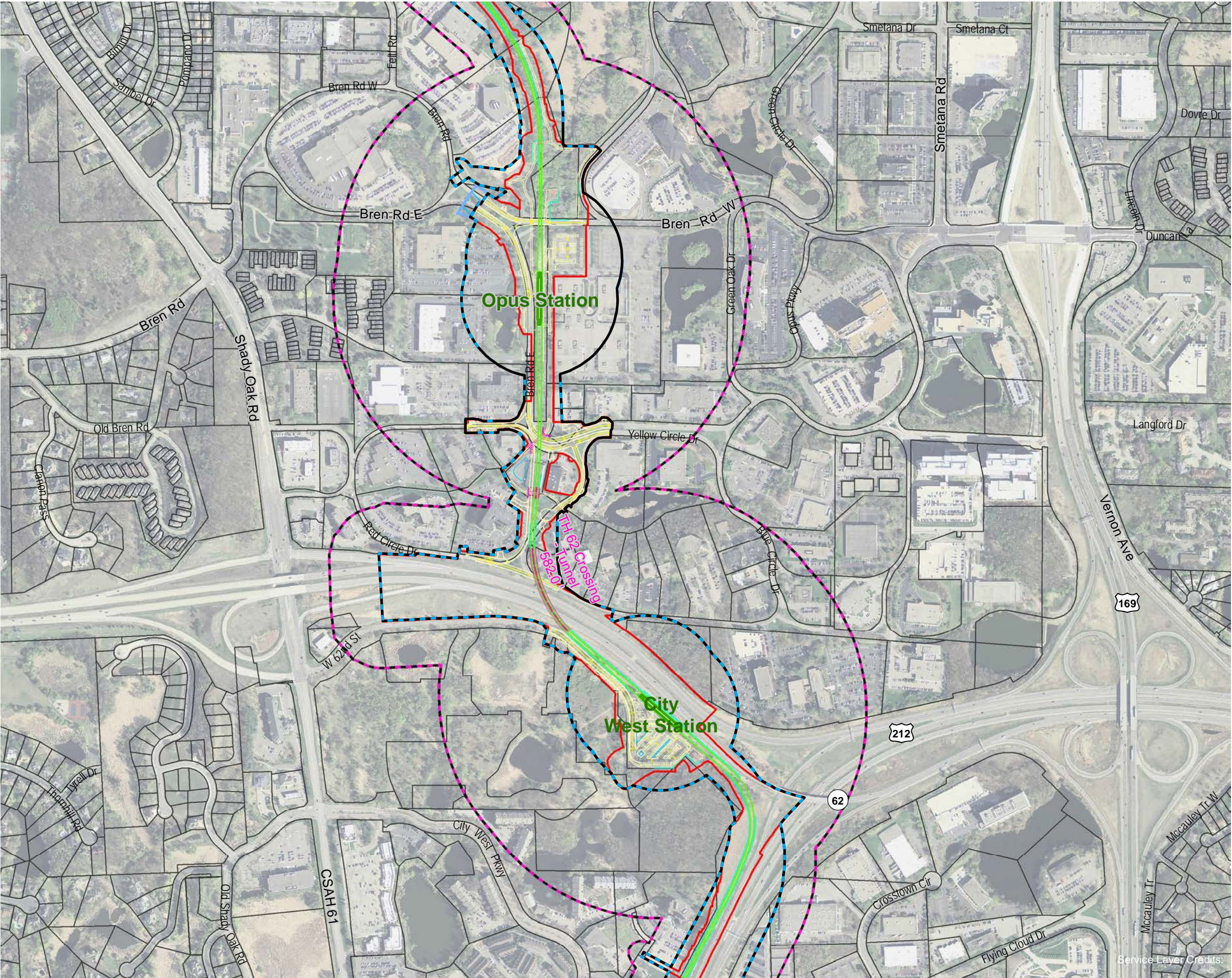
Southwest LRT Final EIS
Hennepin County, Minnesota

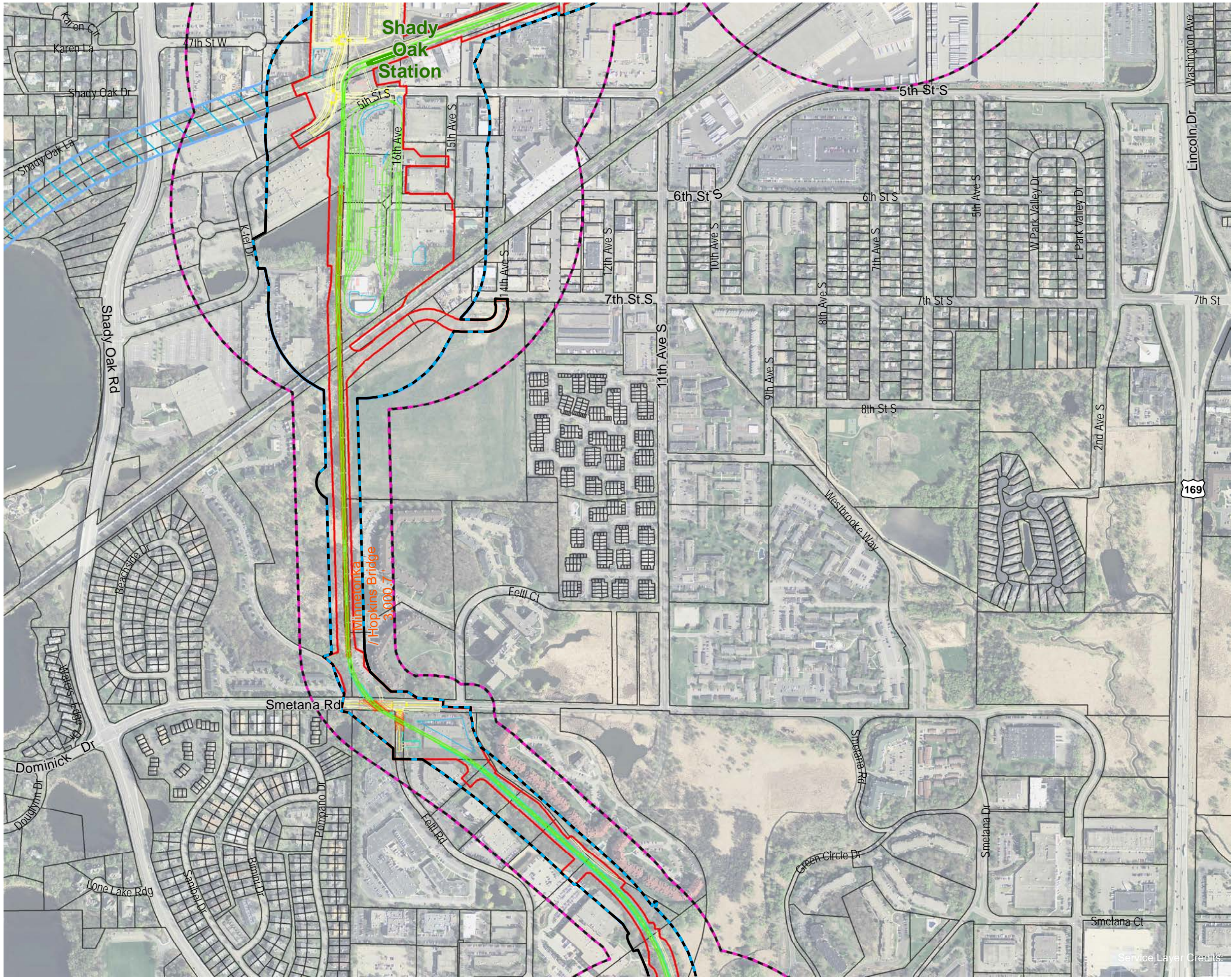
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- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance



APE:
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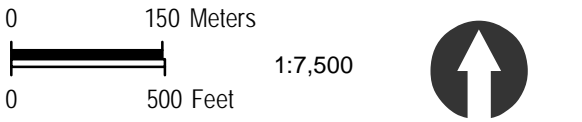
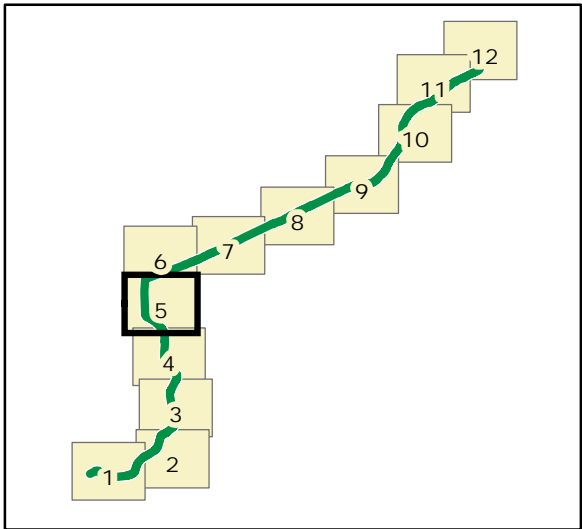
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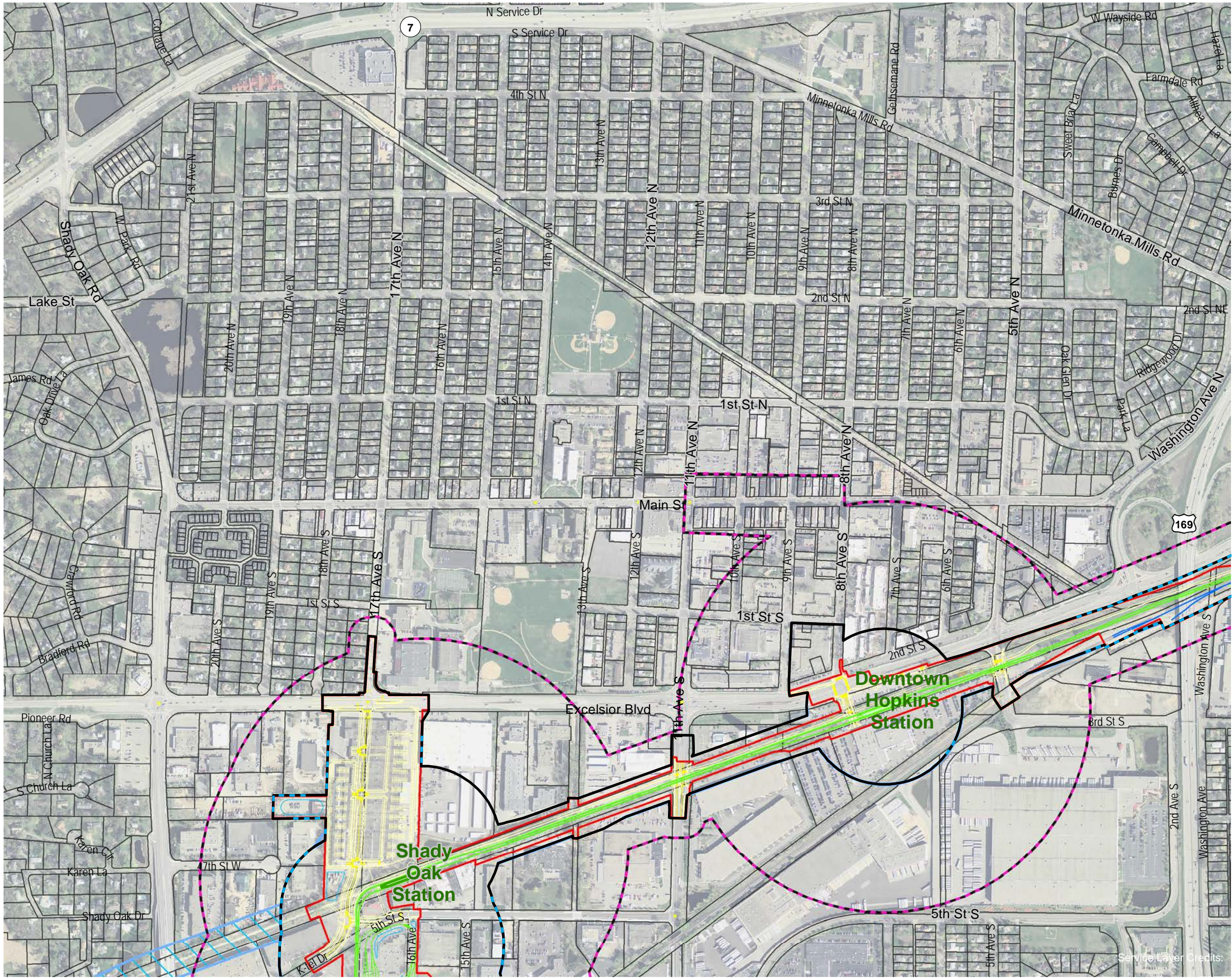
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- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance



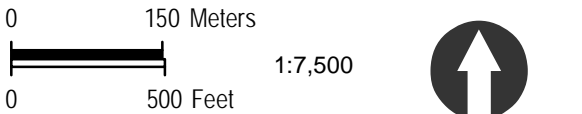
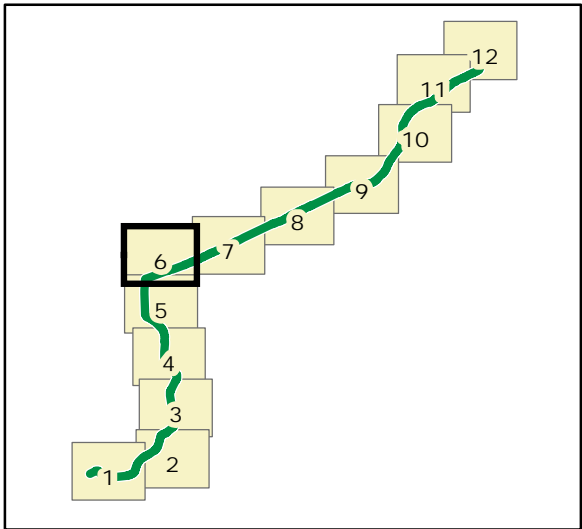
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Figure 5



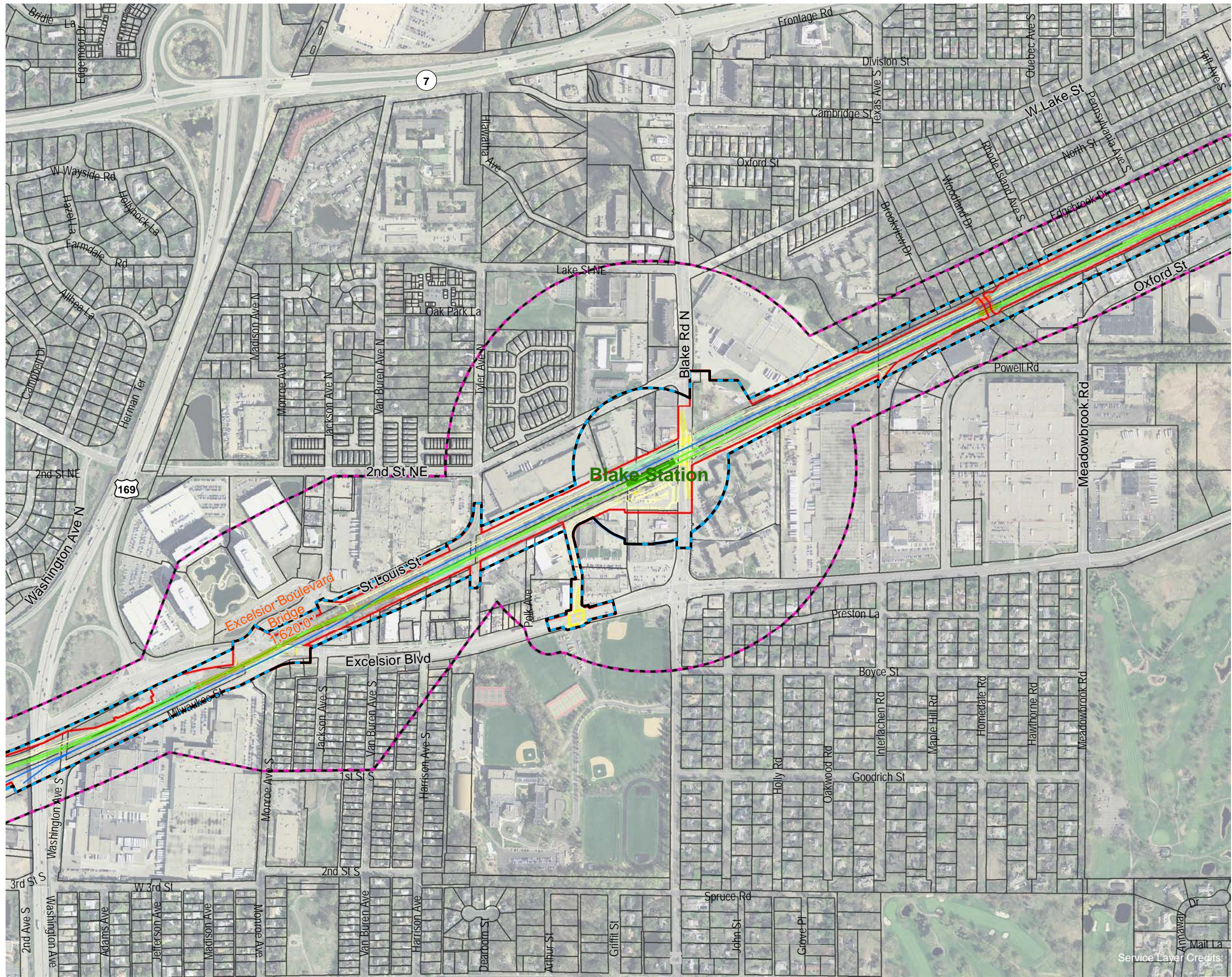
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- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance



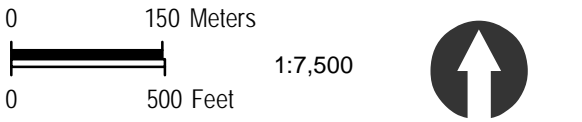
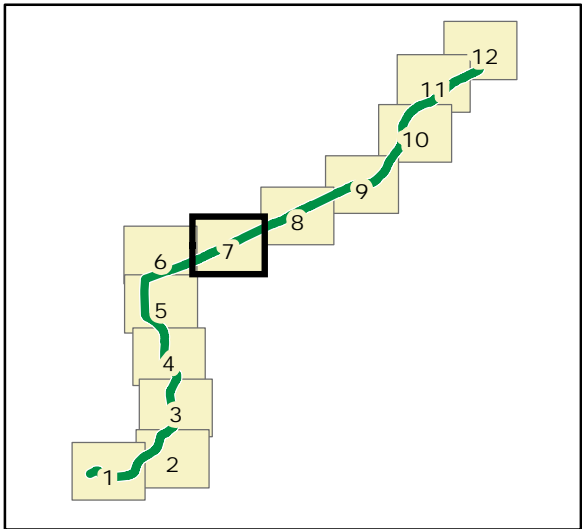
APE:
Archaeological & Architecture/History

Figure 6



Southwest LRT Final EIS Hennepin County, Minnesota

- Final Archaeological APE (September 2015)
- Previously Reviewed Archaeological Survey Area
- Final Architecture/History APE (September 2015)
- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance

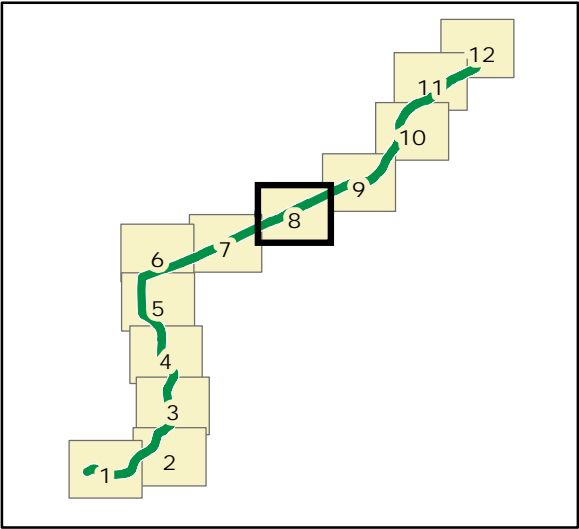


APE:
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Figure 7

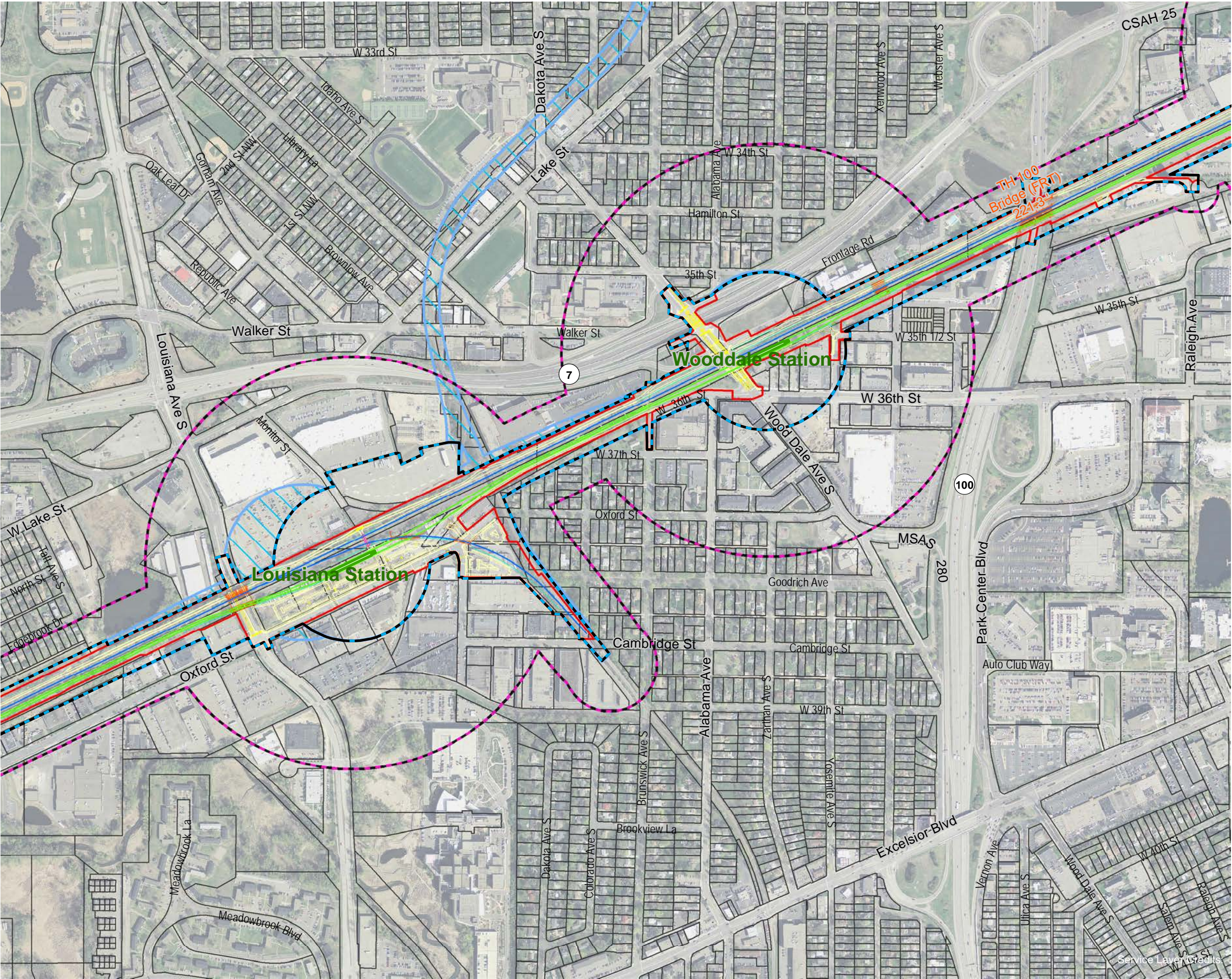
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- Previously Reviewed Archaeological Survey Area
- Final Architecture/History APE (September 2015)
- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance



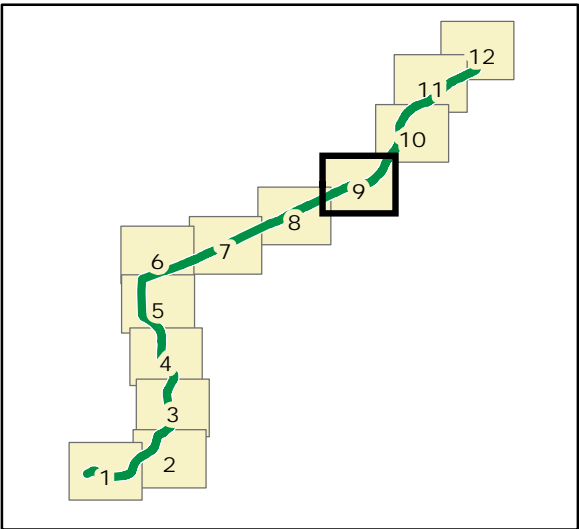
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Figure 8



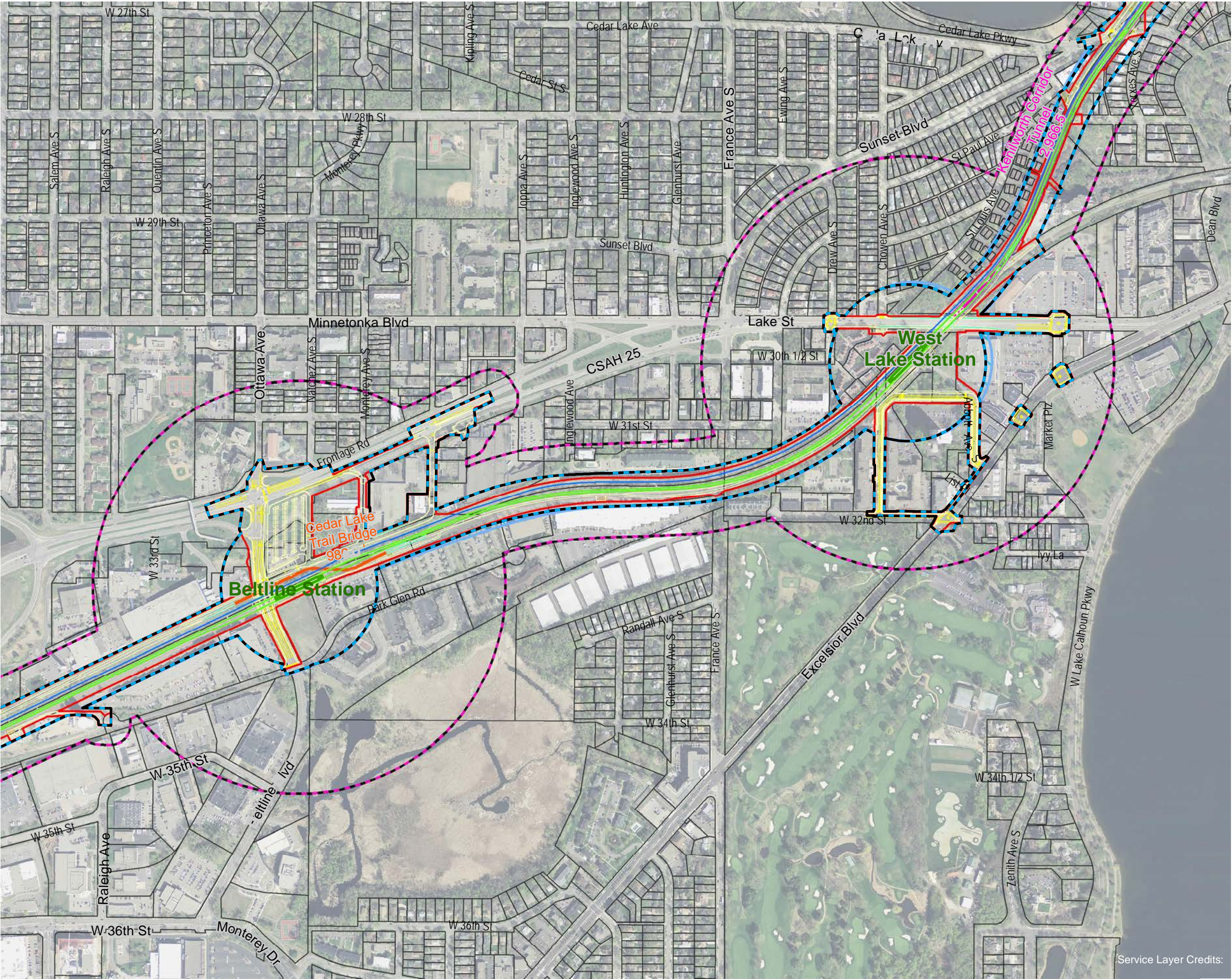
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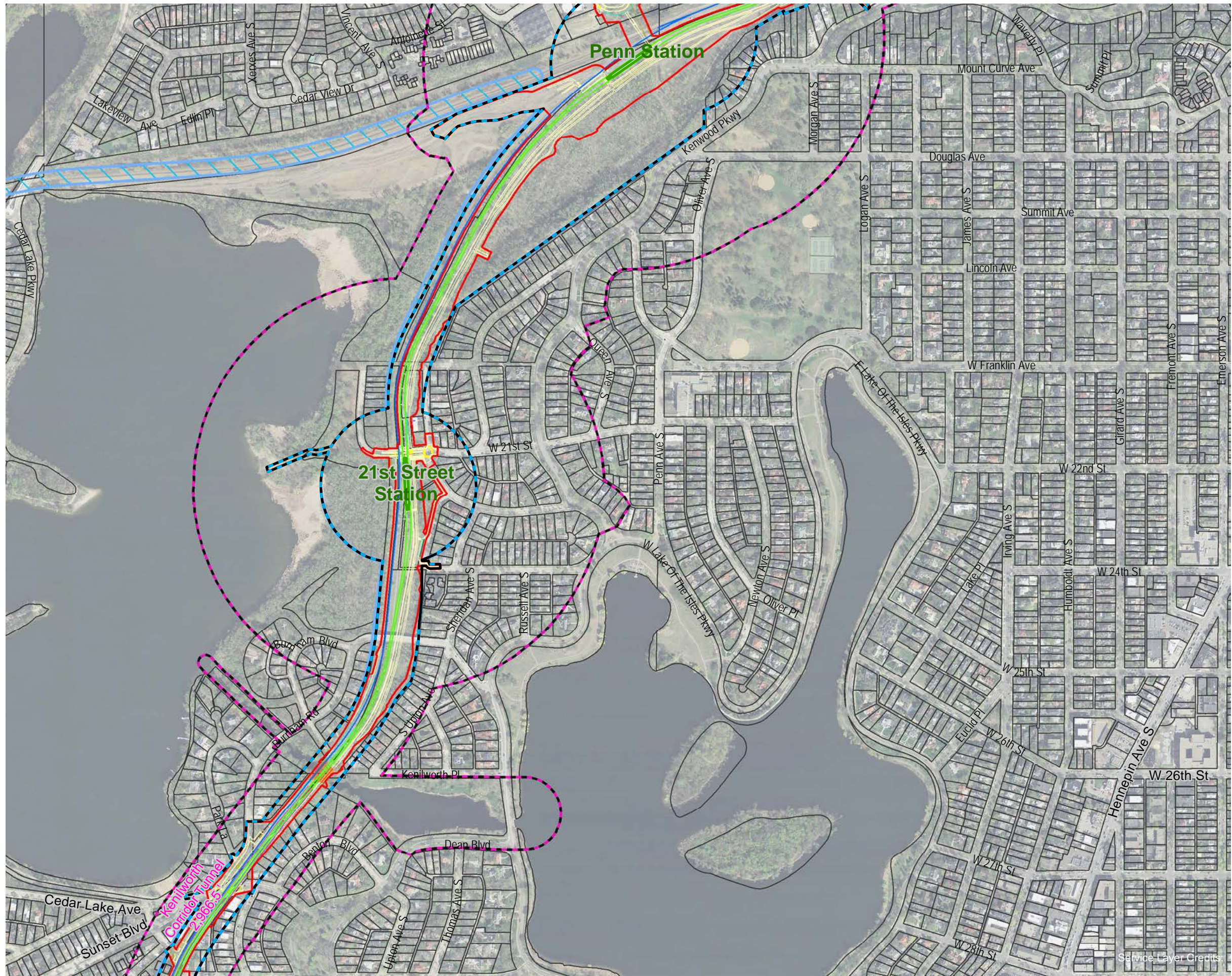
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- Limits of Disturbance



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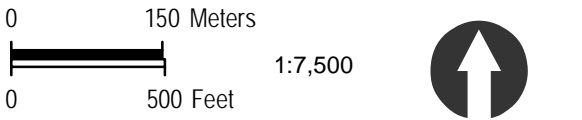
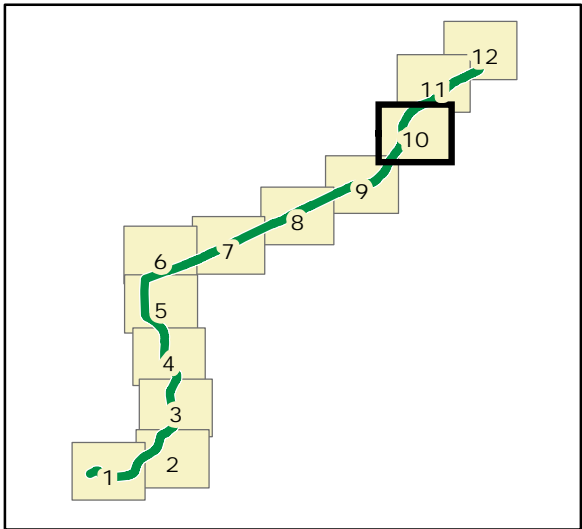
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Southwest LRT Final EIS Hennepin County, Minnesota

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- Final Architecture/History APE (September 2015)
- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance

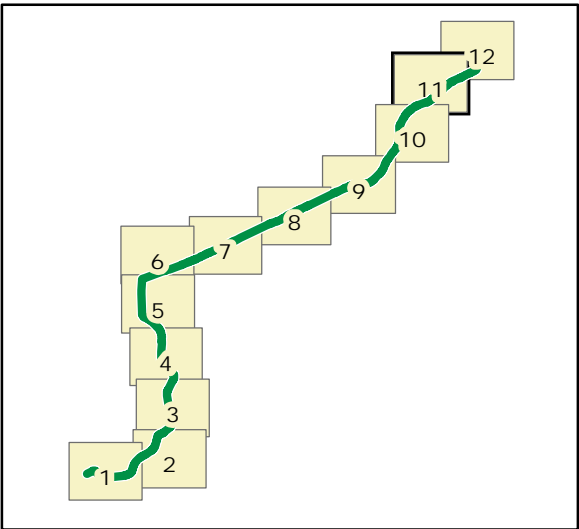


APE:
Archaeological & Architecture/History

Figure 10

Southwest LRT Final EIS
Hennepin County, Minnesota

- Final Archaeological APE (September 2015)
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- Final Architecture/History APE (September 2015)
- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance



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Archaeological & Architecture/History

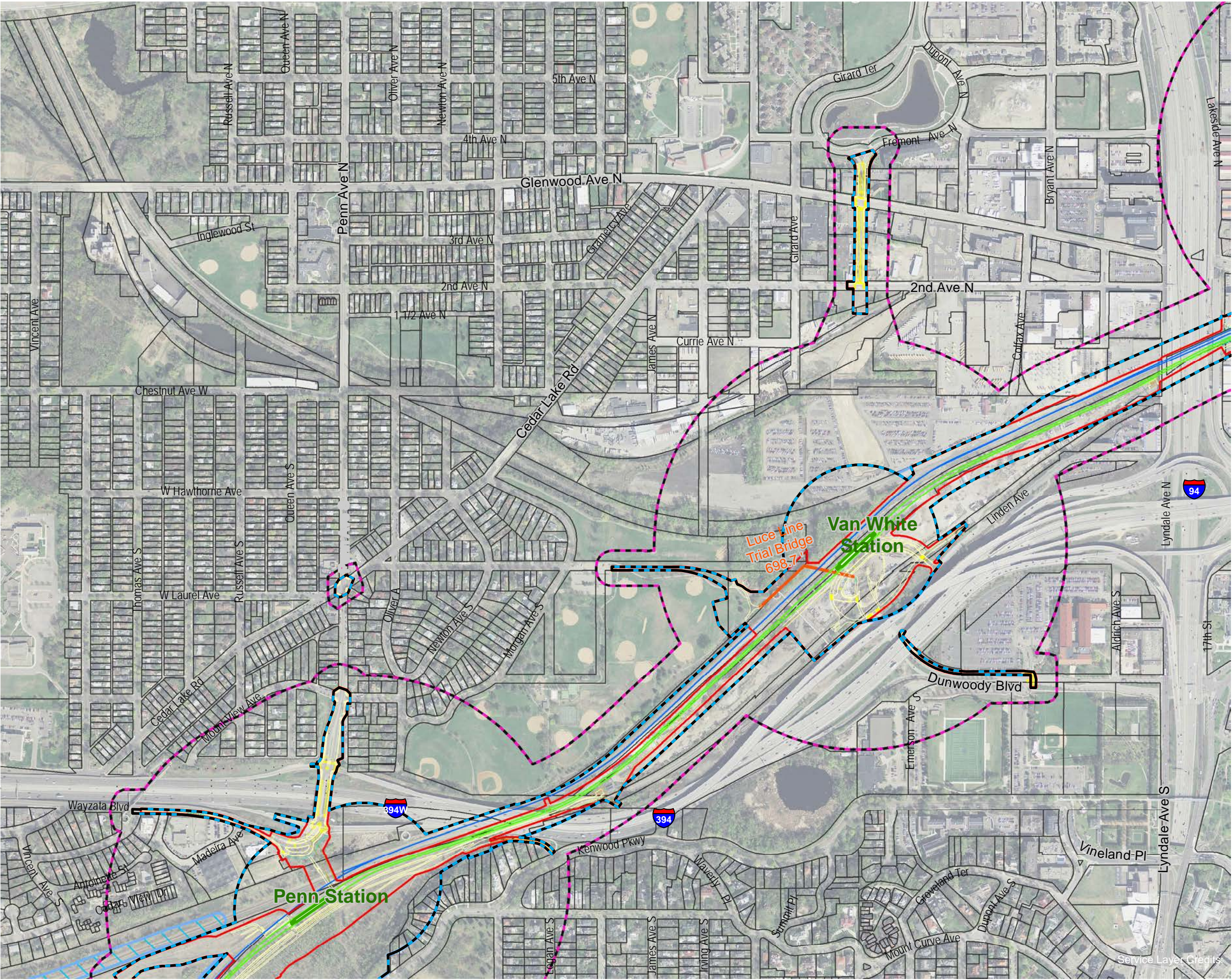
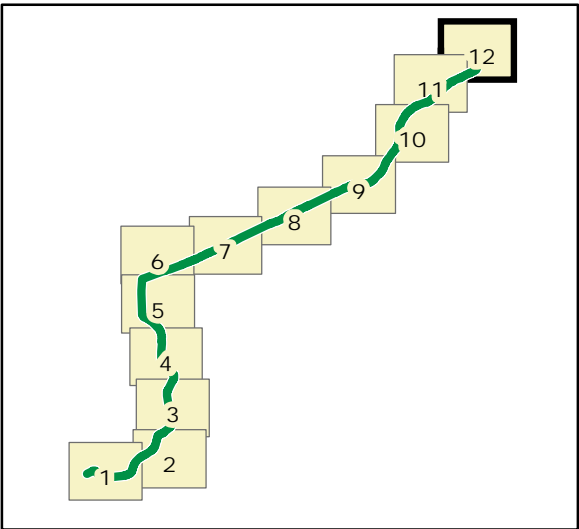


Figure 11

Southwest LRT Final EIS
Hennepin County, Minnesota

- Final Archaeological APE (September 2015)
- Previously Reviewed Archaeological Survey Area
- Final Architecture/History APE (September 2015)
- Previously Reviewed Architecture/History Survey Area
- Limits of Disturbance



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Archaeological & Architecture/History

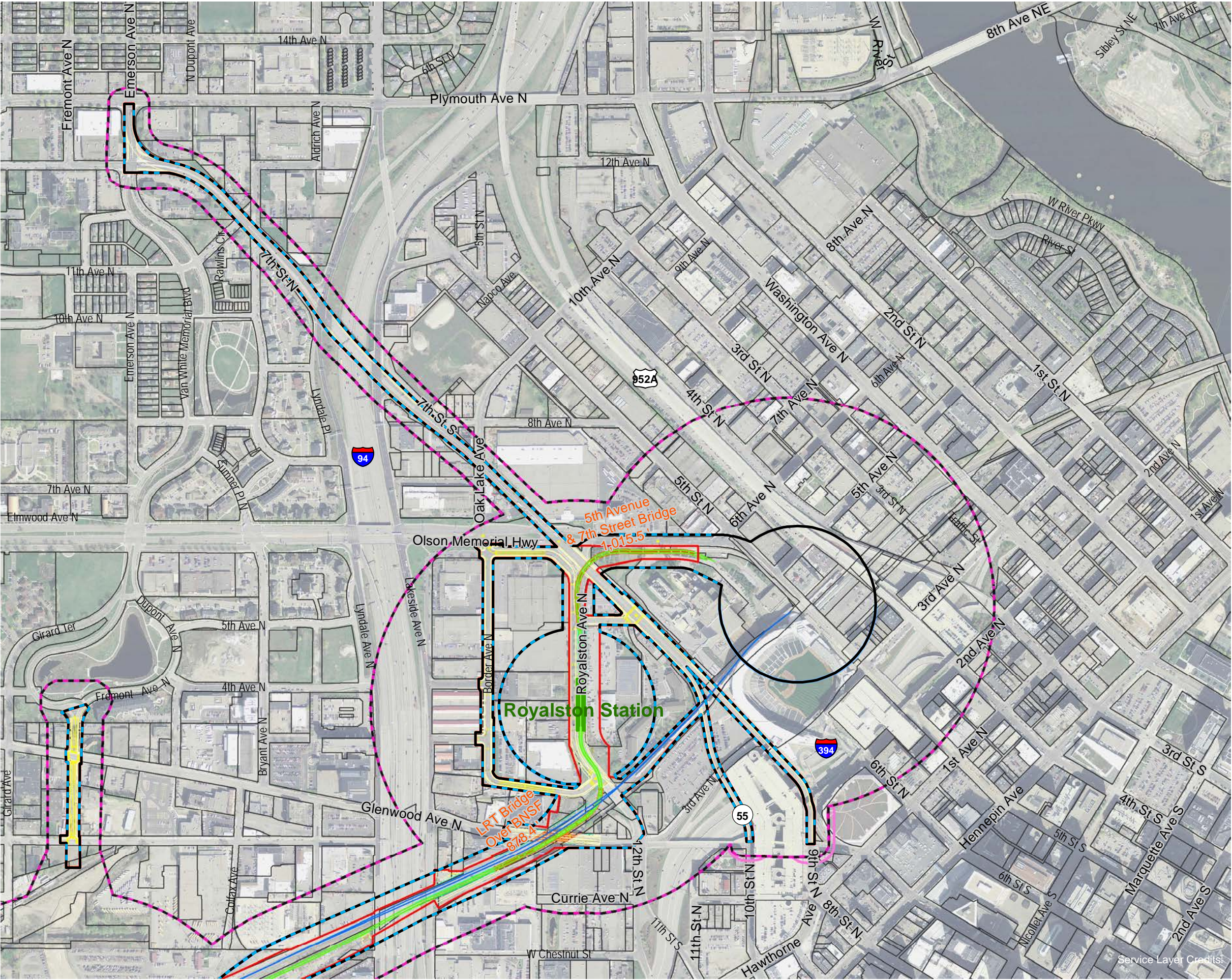


Figure 12

ATTACHMENT B

Properties Listed in and Determined Eligible for Listing in the National Register of Historic Places

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Properties Listed in and Determined Eligible for Listing in the National Register of Historic Places

Inventory No.	Property Name	Address	City	NRHP Status	
				Indiv.	Hist. Dist. ¹
	<i>National Historic Landmarks</i>				
HE-SLC-009	Peavey-Haglin Experimental Concrete Grain Elevator	Hwys. 100 and 7	St. Louis Park	Listed	—
	<i>Historic Districts</i>				
HE-HOC-027	Hopkins Commercial Historic District	800-1000 blocks of Mainstreet	Hopkins	—	Eligible
XX-PRK-001	Grand Rounds Historic District (GRHD)	—	Minneapolis	—	Eligible
HE-MPC-0441	Minneapolis Warehouse Historic District	Vicinity of 1 st Ave. N., N. 1 st St., 10 th Ave. N., and N. 6 th St.	Minneapolis	—	Listed
HE-MPC-9860	Lake of the Isles Residential Historic District (LIRHD)	Vicinity of E. / W. Lake of the Isles Pkwy.	Minneapolis	—	Eligible
HE-MPC-16387	St.P.M.&M. R.R. / G.N. Rwy. Historic District	—	Minneapolis	—	Eligible
XX-RRD-010 HE-MPC-16389	Osseo Branch of the St.P.M.&M. R.R. / G.N. Rwy. Historic District	—	Minneapolis	—	Eligible
HE-MPC-18059	Kenwood Parkway Residential Historic District (KPRHD)	1805-2216 Kenwood Pkwy.	Minneapolis	—	Eligible
	<i>Individual Resources</i>				
HE-HOC-014	M.&St.L. Rwy. Depot	9451 Excelsior Blvd.	Hopkins	Eligible	—
HE-HOC-026	Hopkins City Hall	1010 1 st St. S.	Hopkins	Eligible	—
HE-SLC-008	C.M.St.P.&P. R.R. Depot	6210 W. 37 th St.	St. Louis Park	Listed	—
HE-SLC-055	Hoffman Callan Building	3907 Hwy. 7	St. Louis Park	Eligible	—
HE-MPC-1796	Kenwood Parkway (GRHD and KPRHD element)	—	Minneapolis	—	Eligible GRHD:c KPRHD:c
HE-MPC-1797	Kenwood Park (GRHD element)	—	Minneapolis	—	Eligible GRHD:c
HE-MPC-1811	Lake Calhoun (GRHD element)	—	Minneapolis	—	Eligible GRHD:c
HE-MPC-1820	Cedar Lake (GRHD element)	—	Minneapolis	—	Eligible GRHD:c
HE-MPC-1822	Kenilworth Lagoon (GRHD and LIRHD element)	—	Minneapolis	—	Eligible GRHD:c LIRHD:c
HE-MPC-1824	Lake of the Isles (GRHD and LIRHD element)	—	Minneapolis	—	Eligible GRHD:c LIRHD:c
HE-MPC-1825	Lake of the Isles Parkway (GRHD and LIRHD element)	—	Minneapolis	—	Eligible GRHD:c LIRHD:c
HE-MPC-1833	Cedar Lake Parkway (GRHD element)	—	Minneapolis	—	Eligible GRHD:c

¹ Within the *Individual Resources* section, “c” means the property is contributing to the identified historic district.

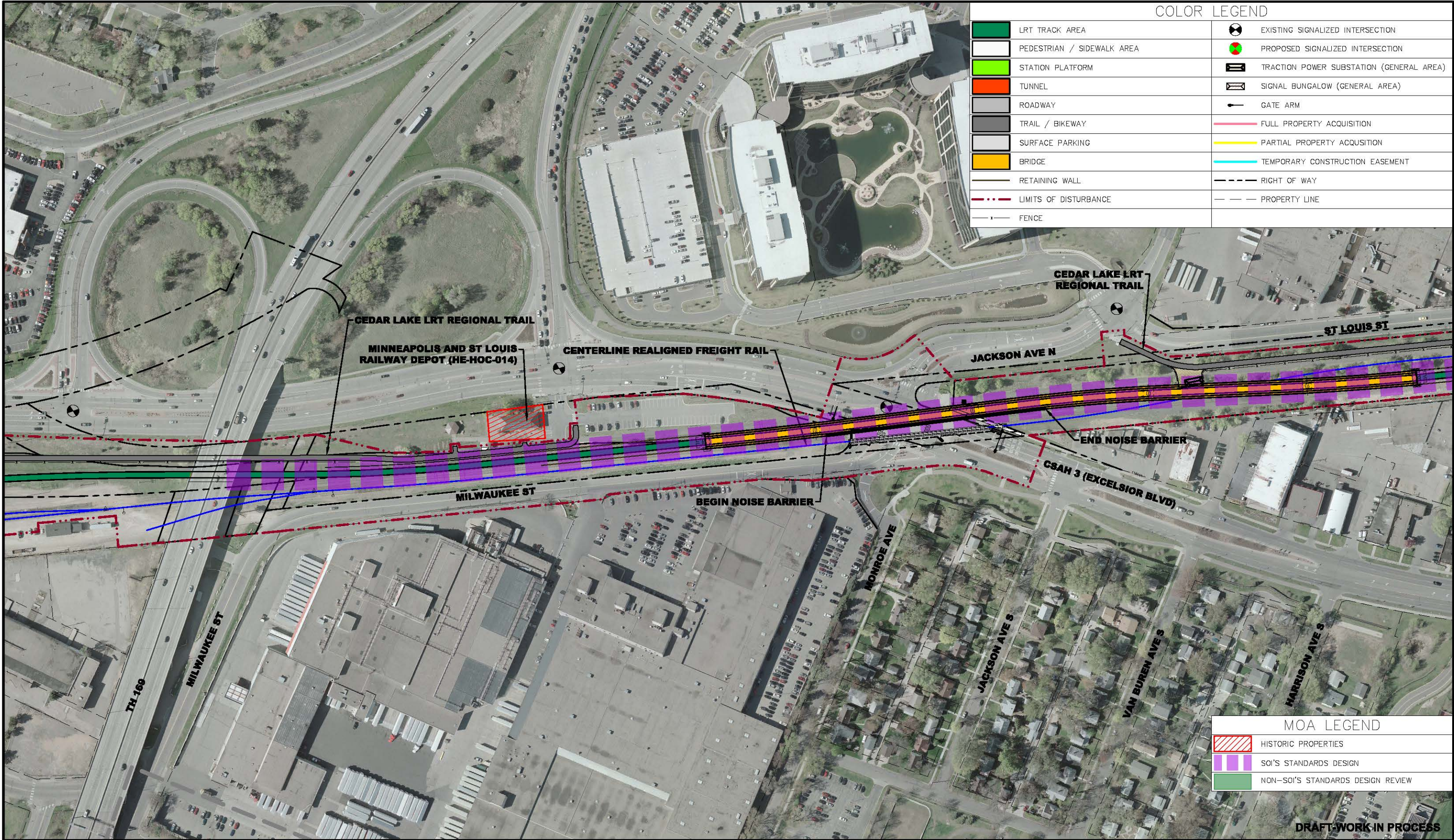
Inventory No.	Property Name	Address	City	NRHP Status	
				Indiv.	Hist. Dist. ¹
HE-MPC-6068	Frieda and Henry J. Neils House	2801 Burnham Blvd.	Minneapolis	Listed	—
HE-MPC-6475	Kenwood Water Tower (Individually eligible and also a GRHD element)	1724 Kenwood Pkwy.	Minneapolis	Eligible	Eligible GRHD:c
HE-MPC-6603	Frank W. and Julia C. Shaw House	2036 Queen Ave. S.	Minneapolis	Eligible	—
HE-MPC-6641	William Hood Dunwoody Institute	818 Dunwoody Blvd.	Minneapolis	Eligible	—
HE-MPC-6766	Mahalia and Zachariah Saveland House	2405 W. 22 nd St.	Minneapolis	Eligible	—
HE-MPC-6901	Park Board Bridge No. 4 / Bridge L5729 (Individually eligible and also a GRHD and LIRHD element)	—	Minneapolis	Eligible	Eligible GRHD:c LIRHD:c
HE-MPC-8763	Mac and Helen Martin House	1828 Mt. Curve Ave.	Minneapolis	Eligible	—
HE-MPC-17102	Minikahda Club	3205 Excelsior Blvd.	Minneapolis	Eligible	—
21HE0409	—	—	Minneapolis	Eligible	—
21HE0436	—	—	Minneapolis	Eligible	—
21HE0437	—	—	Minneapolis	Eligible	—

ATTACHMENT C

Project Design Development Review Areas

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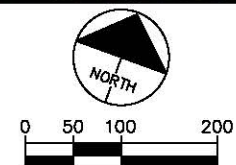
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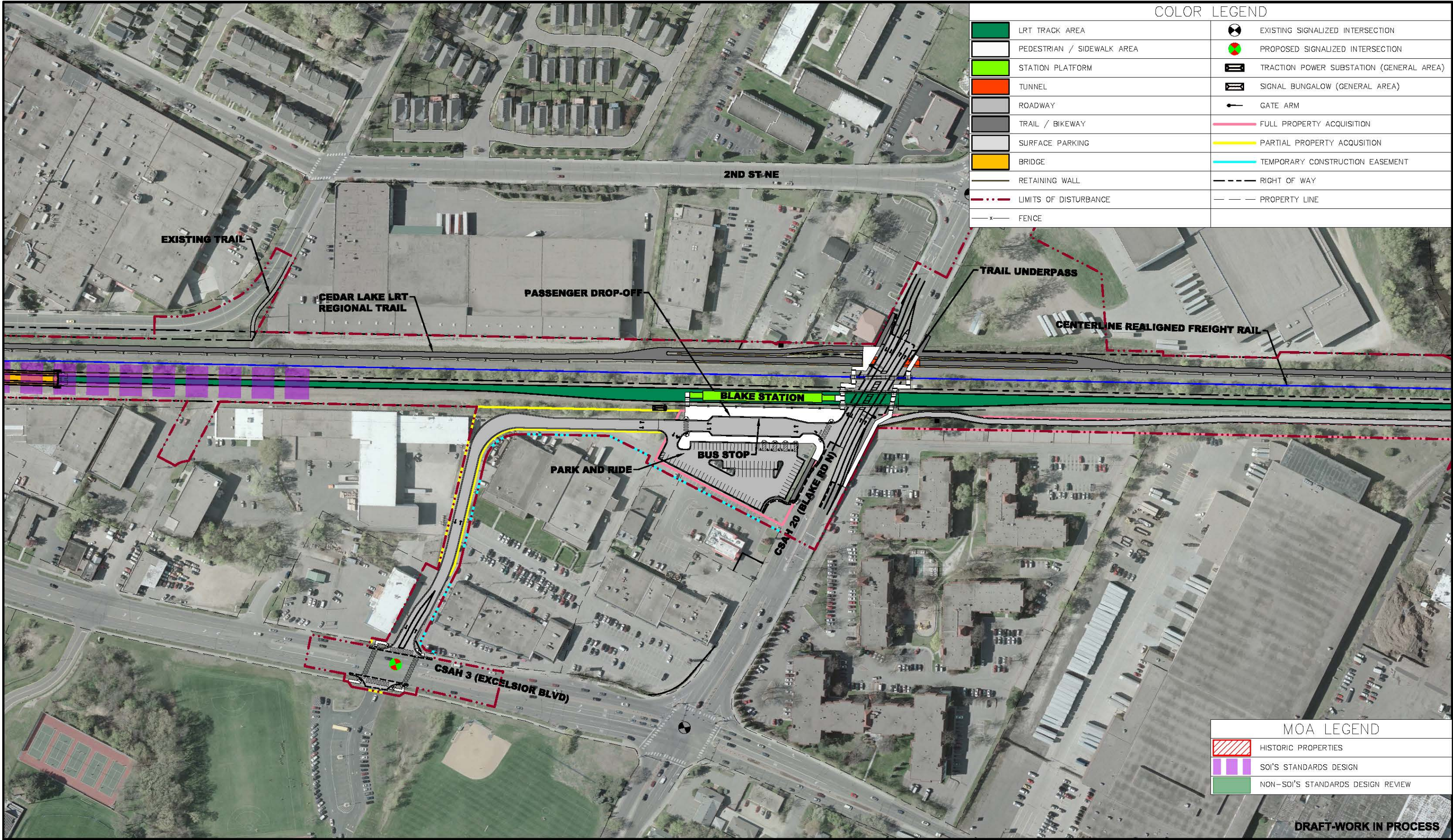
SOUTHWEST LIGHT RAIL

MINNEAPOLIS & ST. LOUIS RAILWAY DEPOT AND ENVIRONS
PROJECT ELEMENTS TO BE DESIGNED TO SOI'S STANDARDS
ATTACHMENT C

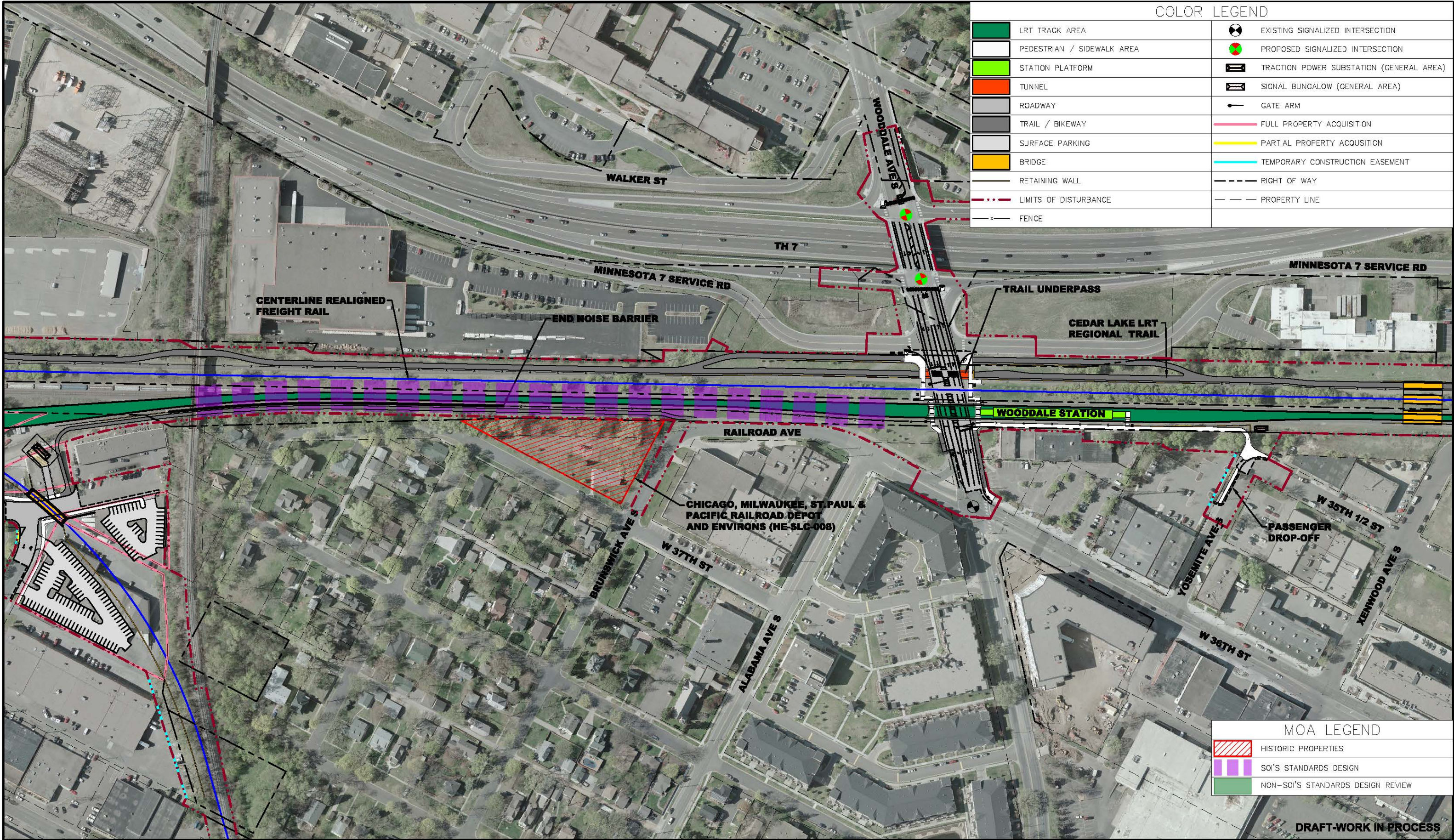
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COLOR LEGEND

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	PEDESTRIAN / SIDEWALK AREA		PROPOSED SIGNALIZED INTERSECTION
	STATION PLATFORM		TRACTION POWER SUBSTATION (GENERAL AREA)
	TUNNEL		SIGNAL BUNGALOW (GENERAL AREA)
	ROADWAY		GATE ARM
	TRAIL / BIKEWAY		FULL PROPERTY ACQUISITION
	SURFACE PARKING		PARTIAL PROPERTY ACQUISITION
	BRIDGE		TEMPORARY CONSTRUCTION EASEMENT
	RETAINING WALL		RIGHT OF WAY
	LIMITS OF DISTURBANCE		PROPERTY LINE
	FENCE		

MOA LEGEND

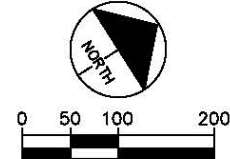
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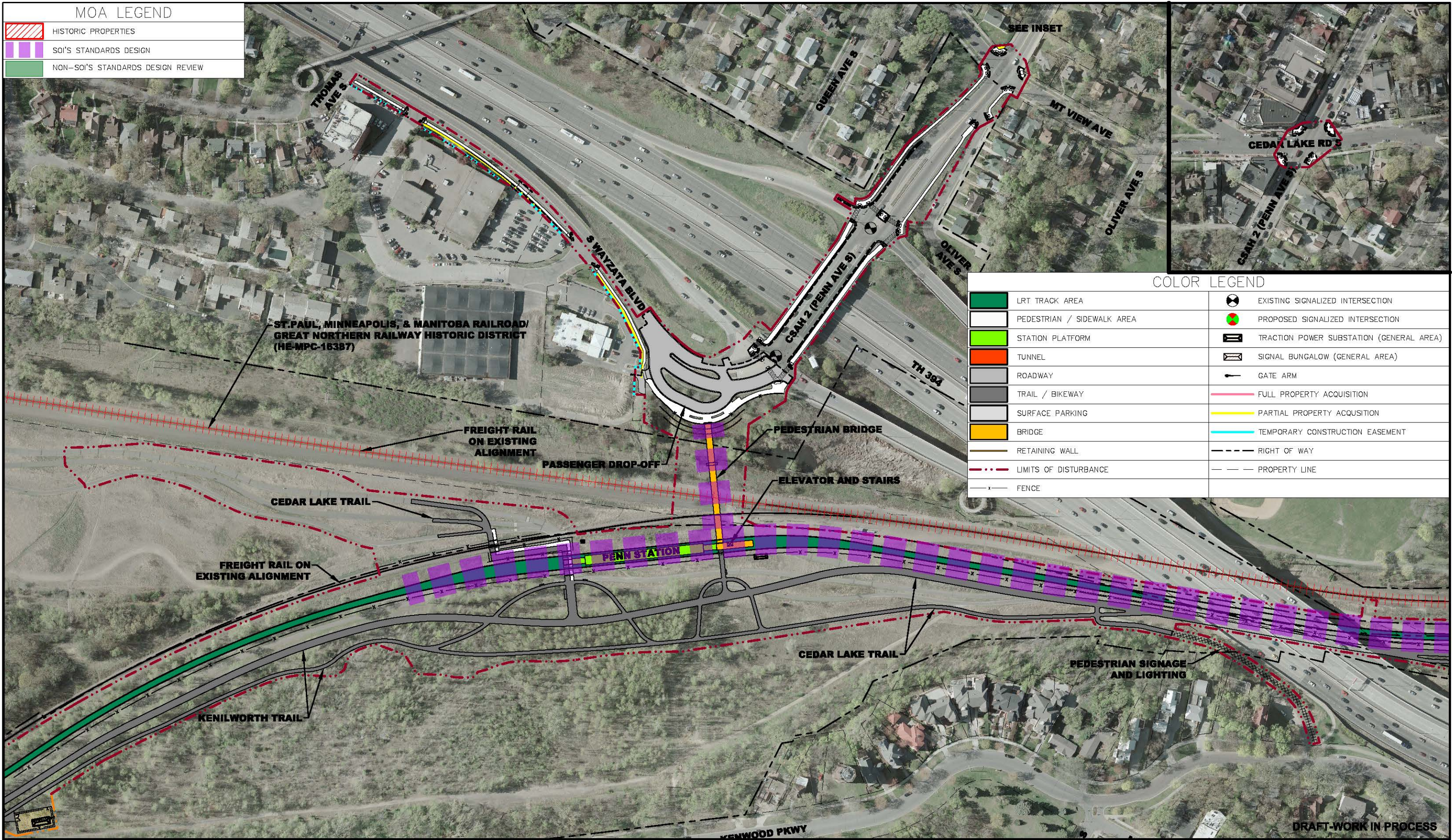


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CHAIN OF LAKES SEGMENT, AND ENVIRONS
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ATTACHMENT C

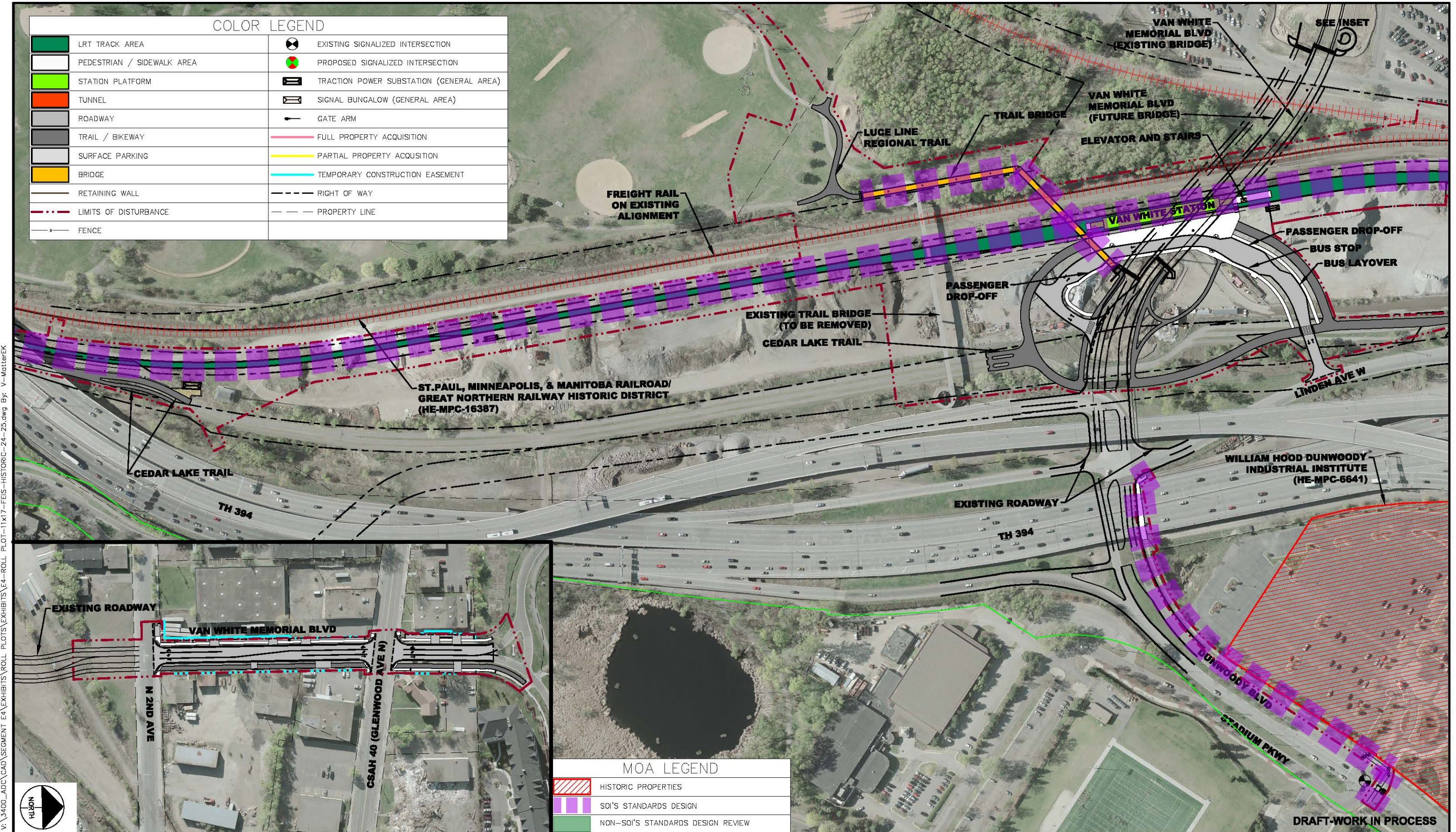
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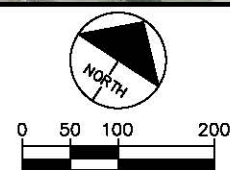
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SOUTHWEST LIGHT RAIL



















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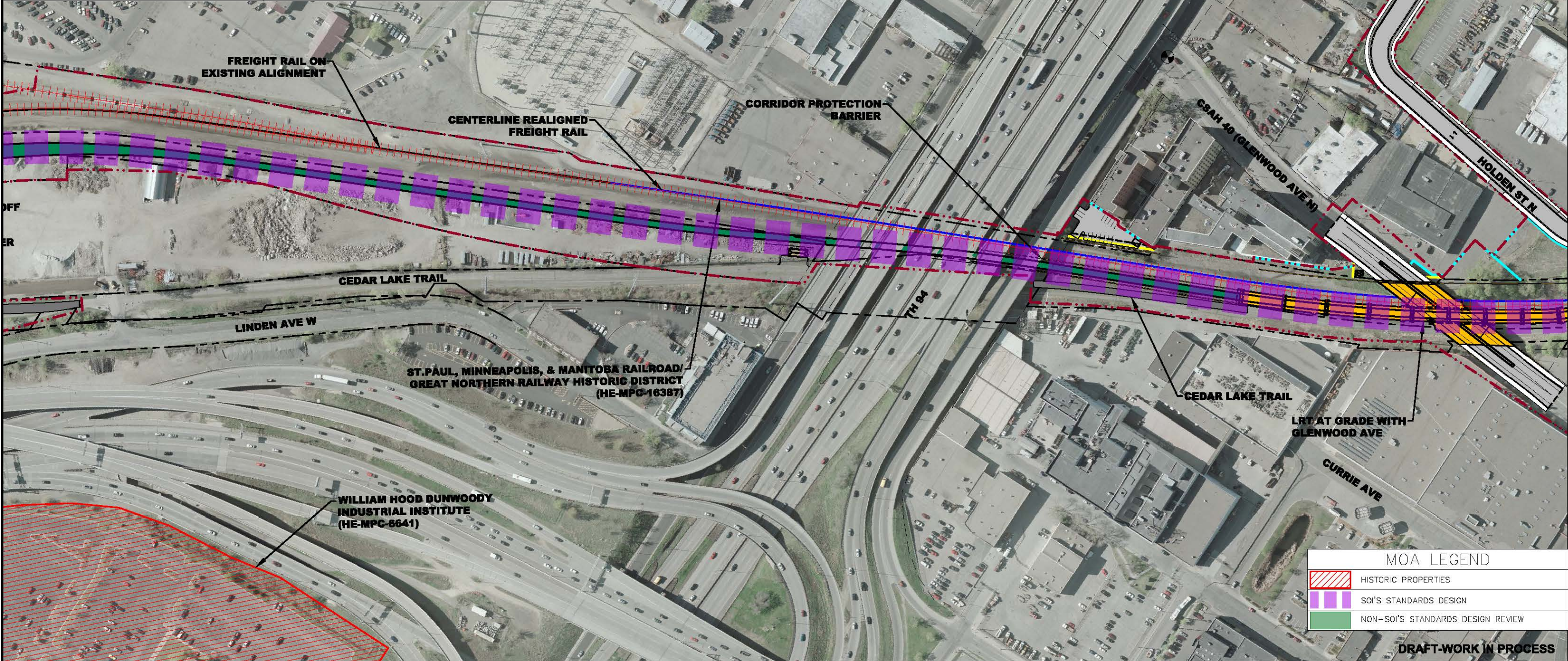
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COLOR LEGEND

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	PEDESTRIAN / SIDEWALK AREA		PROPOSED SIGNALIZED INTERSECTION
	STATION PLATFORM		TRACTION POWER SUBSTATION (GENERAL AREA)
	TUNNEL		SIGNAL BUNGALOW (GENERAL AREA)
	ROADWAY		GATE ARM
	TRAIL / BIKEWAY		FULL PROPERTY ACQUISITION
	SURFACE PARKING		PARTIAL PROPERTY ACQUISITION
	BRIDGE		TEMPORARY CONSTRUCTION EASEMENT
	RETAINING WALL		RIGHT OF WAY
	LIMITS OF DISTURBANCE		PROPERTY LINE
	FENCE		



MOA LEGEND

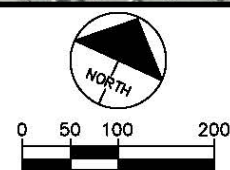
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DRAFT-WORK IN PROCESS
























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PROJECT ELEMENTS TO BE DESIGNED TO SOI'S STANDARDS
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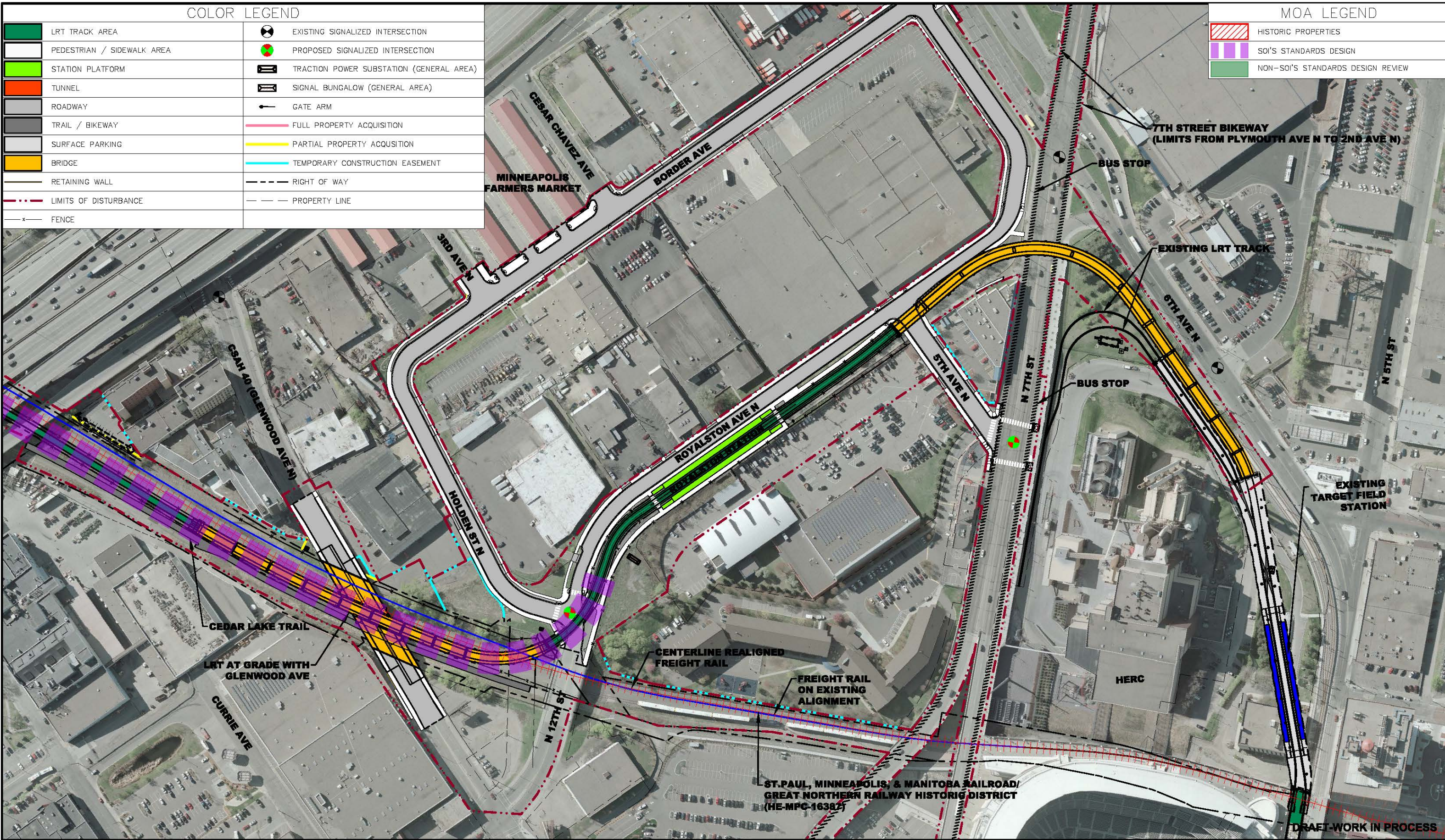
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COLOR LEGEND

	LRT TRACK AREA		EXISTING SIGNALIZED INTERSECTION
	PEDESTRIAN / SIDEWALK AREA		PROPOSED SIGNALIZED INTERSECTION
	STATION PLATFORM		TRACTION POWER SUBSTATION (GENERAL AREA)
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	RETAINING WALL		RIGHT OF WAY
	LIMITS OF DISTURBANCE		PROPERTY LINE
	FENCE		

MOA LEGEND

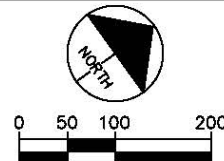
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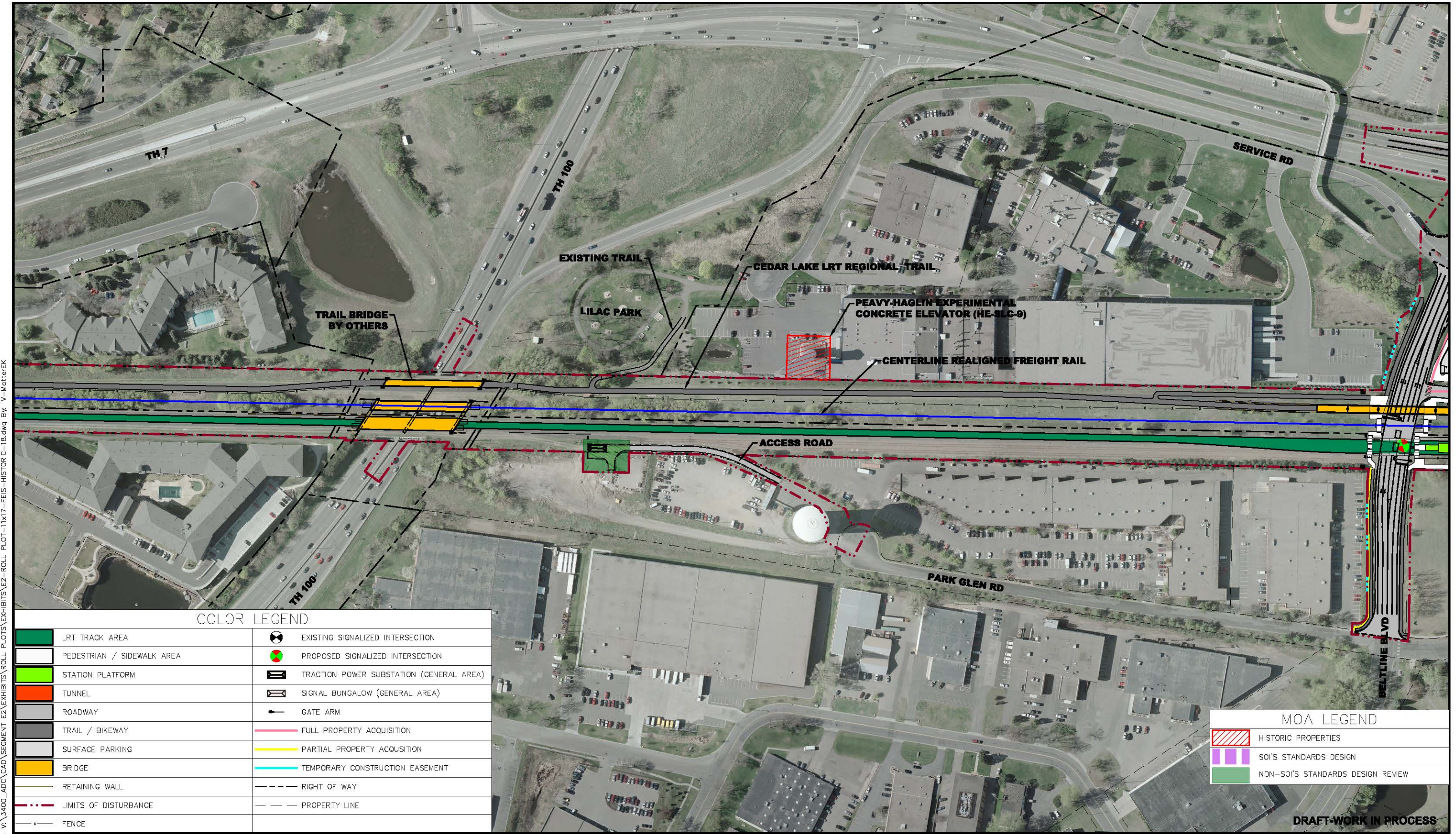
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












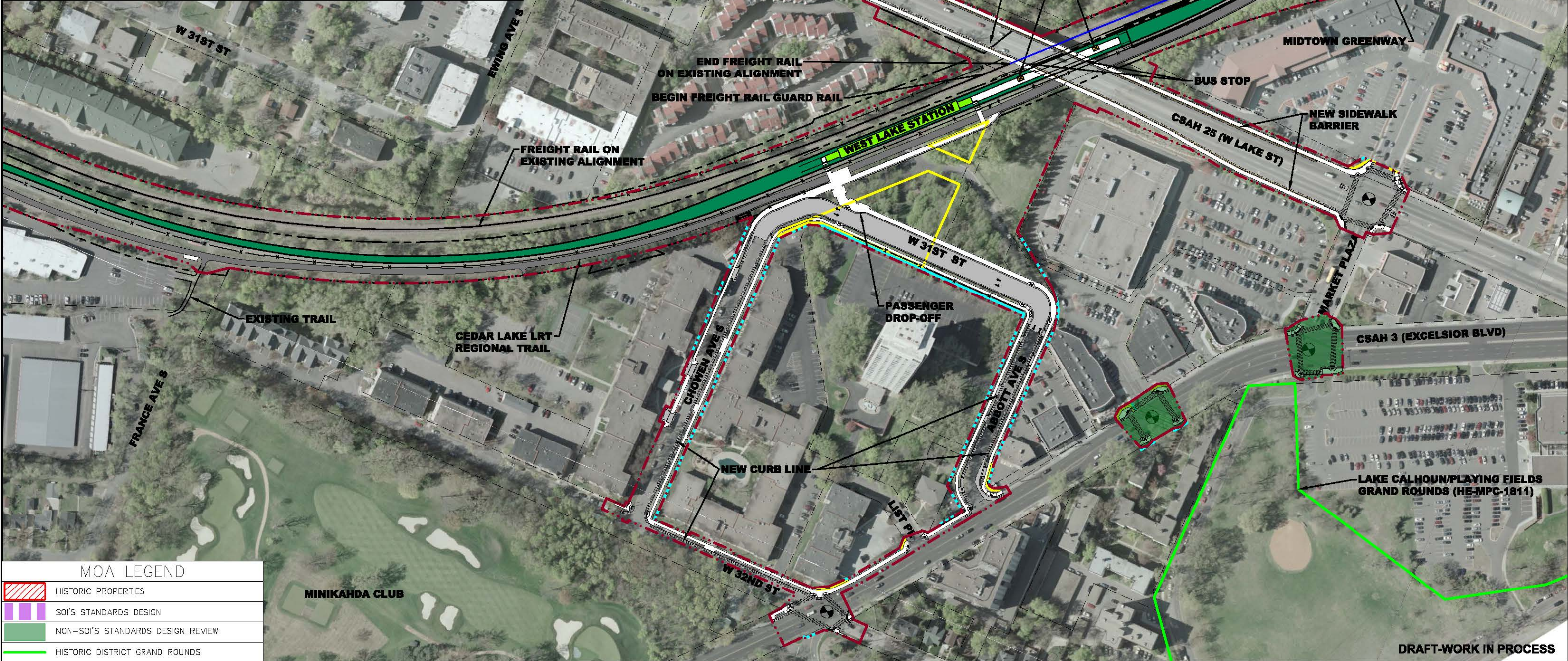
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COLOR LEGEND

	LRT TRACK AREA		EXISTING SIGNALIZED INTERSECTION
	PEDESTRIAN / SIDEWALK AREA		PROPOSED SIGNALIZED INTERSECTION
	STATION PLATFORM		TRACTION POWER SUBSTATION (GENERAL AREA)
	TUNNEL		SIGNAL BUNGALOW (GENERAL AREA)
	ROADWAY		GATE ARM
	TRAIL / BIKEWAY		FULL PROPERTY ACQUISITION
	SURFACE PARKING		PARTIAL PROPERTY ACQUISITION
	BRIDGE		TEMPORARY CONSTRUCTION EASEMENT
	RETAINING WALL		RIGHT OF WAY
	LIMITS OF DISTURBANCE		PROPERTY LINE
	FENCE		



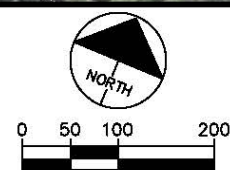
MOA LEGEND

	HISTORIC PROPERTIES
	SOI'S STANDARDS DESIGN
	NON-SOI'S STANDARDS DESIGN REVIEW
	HISTORIC DISTRICT GRAND ROUNDS

SOUTHWEST LIGHT RAIL

LAKE CALHOUN PLAYING FIELDS
NON-SOI'S STANDARDS DESIGN REVIEW
EXCELSIOR BLVD INTERSECTIONS
ATTACHMENT C






















Rev 0
03/10/2016






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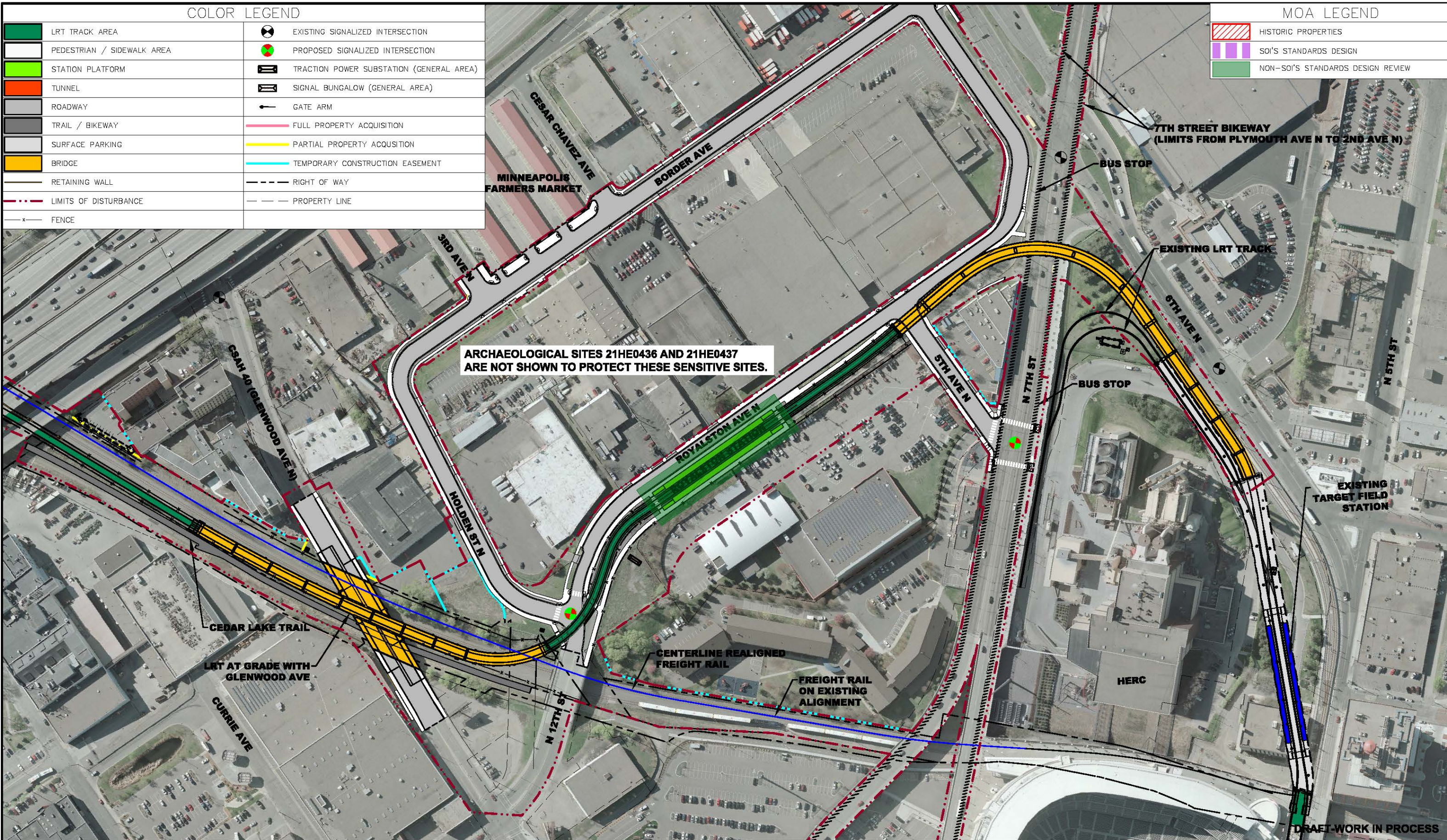
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COLOR LEGEND

	LRT TRACK AREA		EXISTING SIGNALIZED INTERSECTION
	PEDESTRIAN / SIDEWALK AREA		PROPOSED SIGNALIZED INTERSECTION
	STATION PLATFORM		TRACTION POWER SUBSTATION (GENERAL AREA)
	TUNNEL		SIGNAL BUNGALOW (GENERAL AREA)
	ROADWAY		GATE ARM
	TRAIL / BIKEWAY		FULL PROPERTY ACQUISITION
	SURFACE PARKING		PARTIAL PROPERTY ACQUISITION
	BRIDGE		TEMPORARY CONSTRUCTION EASEMENT
	RETAINING WALL		RIGHT OF WAY
	LIMITS OF DISTURBANCE		PROPERTY LINE
	FENCE		

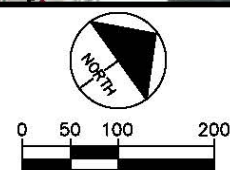
MOA LEGEND

	HISTORIC PROPERTIES
	SOI'S STANDARDS DESIGN
	NON-SOI'S STANDARDS DESIGN REVIEW



SOUTHWEST LIGHT RAIL
ARCHAEOLOGICAL SITES
NON-SOI'S STANDARDS DESIGN REVIEW
CITY OF MINNEAPOLIS - ROYALSTON STATION
ATTACHMENT C

Rev 0
03/10/2016

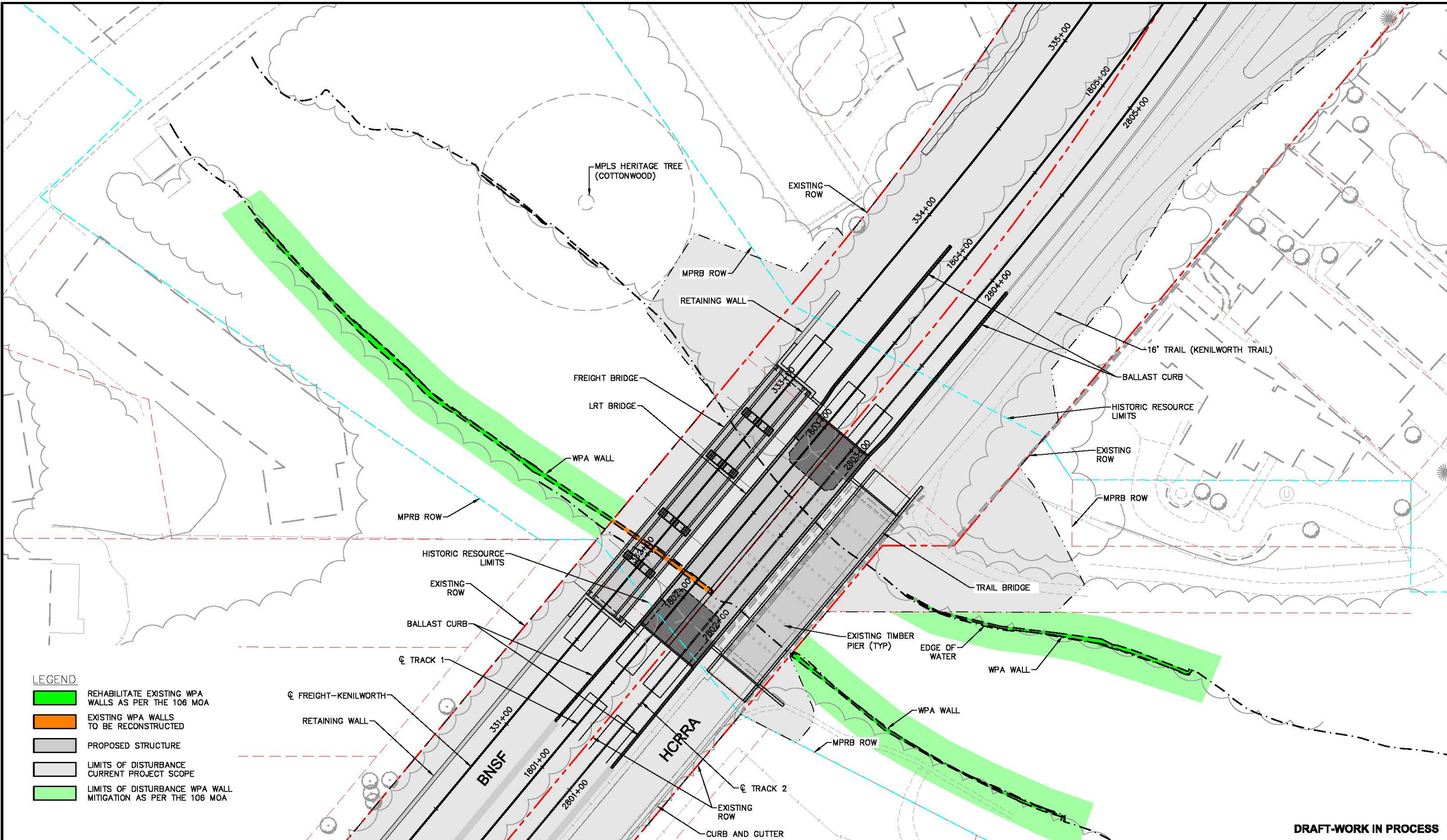


ATTACHMENT D

Kenilworth Lagoon WPA Rustic Style Retaining Wall Reconstruction and Rehabilitation Limits

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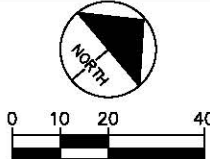
- LEGEND**
- REHABILITATE EXISTING WPA WALLS AS PER THE 106 MOA
 - EXISTING WPA WALLS TO BE RECONSTRUCTED
 - PROPOSED STRUCTURE
 - LIMITS OF DISTURBANCE CURRENT PROJECT SCOPE
 - LIMITS OF DISTURBANCE WPA WALL MITIGATION AS PER THE 106 MOA

DRAFT-WORK IN PROCESS



SOUTHWEST LIGHT RAIL
LAGOON/CHANNEL BRIDGE - WPA WALLS
ATTACHMENT D

Rev 0
02/23/2016

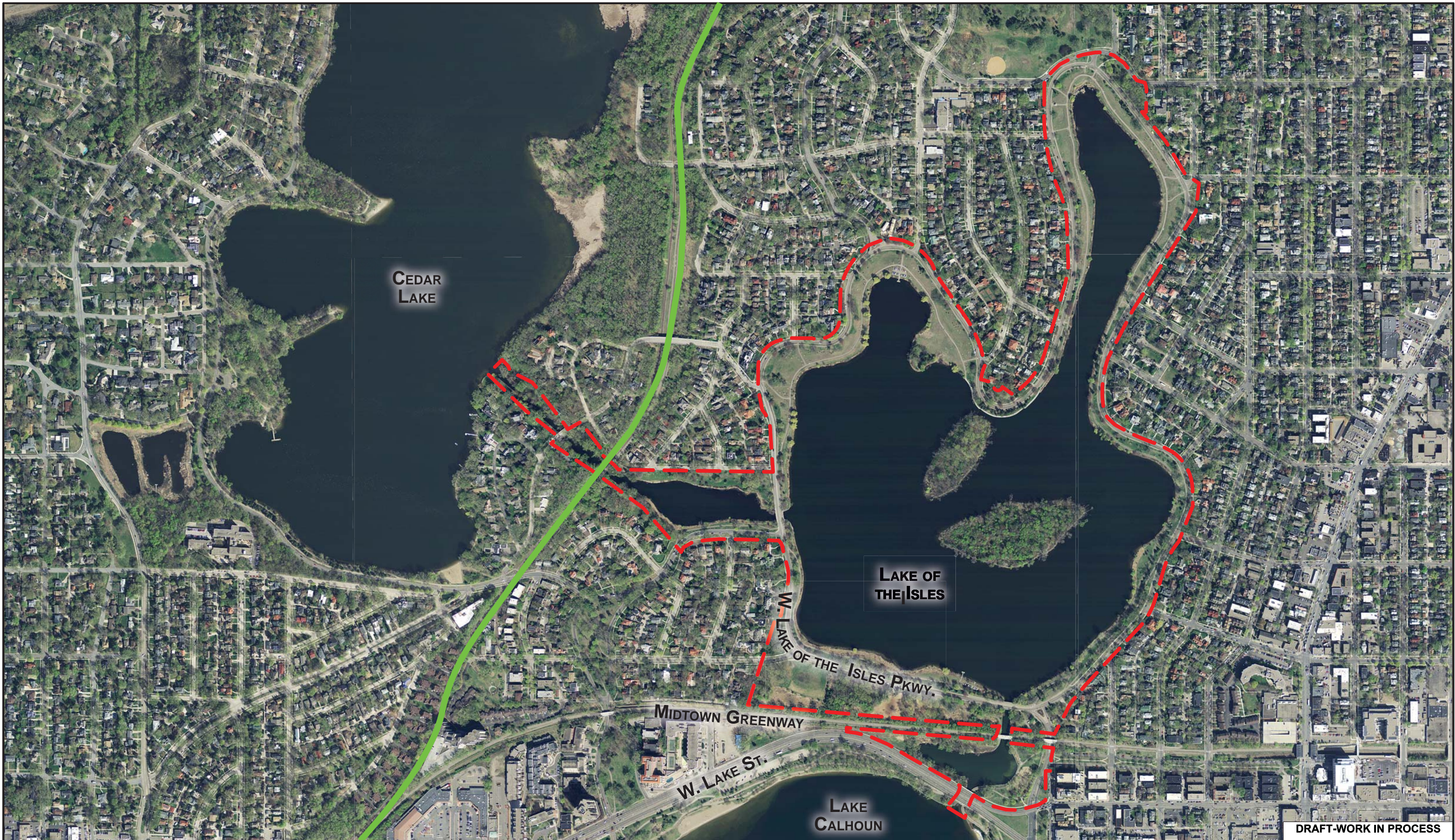


ATTACHMENT E

Grand Rounds Historic District Canal System Plans Study Area Limits

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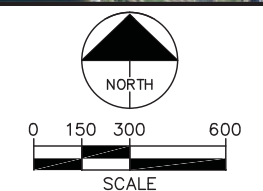
DRAFT-WORK IN PROCESS



SOUTHWEST LIGHT RAIL

KENILWORTH LAGOON / GRAND ROUNDS HISTORIC DISTRICT
ADVERSE EFFECT MITIGATION
ATTACHMENT E

Rev 0
01/20/2016



ATTACHMENT F

Minneapolis Park and Recreation Board Code of Ordinances, Chapter 11

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Chapter 11 - PARK FACILITY CONSTRUCTION AND REDEVELOPMENT - COMMUNITY ENGAGEMENT^[13]

Footnotes:

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Editor's note—Pk. Bd. Ord. No. 2011-103, § 1, adopted November 9, 2011, amended the title of Ch. 11 to read as herein set out. Prior to inclusion of said ordinance, Ch. 11 was titled, "Park Facility Construction and Redevelopment Public Participation."

PB11-1. - Definitions.

As used in this chapter the following terms shall mean:

Community Engagement: The opportunity for stakeholders to influence decisions that shape the park system, including the intentional effort to create public understanding of MPRB project, programs, and services, and to make certain the MPRB is aware of and responsive to stakeholder needs, concerns and industry trends. Interchangeable terms include: public participation, community involvement, and citizen participation.

Park facility construction and redevelopment: The development of new or redevelopment of existing facilities as approved and budgeted in a Capital Improvement Program for the Minneapolis Park and Recreation Board, including construction and redevelopment of facilities approved and budgeted through third party agreement. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-2. - Community Engagement Policy.

The Minneapolis Park and Recreation Board shall create, maintain, and regularly evaluate a community engagement policy that requires all park facility construction and redevelopment projects to have a community engagement plan. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-3. - Community Engagement Plan.

All park facility construction and redevelopment projects require a community engagement plan. The community engagement plan shall be developed in consultation with established neighborhood organizations. When possible, other representative community groups and under-represented groups shall be involved in the development of the plan. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-4. - Community Advisory Committee—Creation and Authority.

The Minneapolis Park and Recreation Board shall cause a community advisory committee to be created when recommended within a community engagement plan. The community advisory committee shall be balanced and representative of the interests impacted by the proposed park facility construction or redevelopment project. The community advisory committee shall have the authority to make recommendations to the designated Committee of the Board on the proposed park facility construction and redevelopment project. The Board of Commissioners shall have the authority to cause the creation

and approve the charge and composition of a community advisory committee for topics of its choosing. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-5. - Community Advisory Committee—Meetings and Recommendation.

All meetings shall be open to the public. Any person may appear and speak at a meeting either in person or by a duly appointed representative. Upon conclusion of public input, the community advisory committee shall announce its recommendation or shall lay the proposal over to a subsequent meeting. Records shall be kept on file at the Park Board office of attendance, meetings, agendas, handouts and committee actions. All recommendations of the community advisory committee shall be presented at the public hearing of the designated Committee of the Board. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-6. - Committee of the Board Public Hearing.

A Committee of the Board shall hold a public hearing on all project that include recommendations of a community advisory committee. The chair or acting chair may set the parameters of testimony to be received from interested parties. Any person may appear and testify at a hearing either in person or by a duly appointed representative. After reviewing the community advisory committee's recommendations and after the conclusion of public testimony, the Committee of the Board shall announce its decision or shall lay the matter over to a subsequent meeting. The Committee of the Board shall keep records of its public hearing and official actions. Decisions of the Committee of the Board shall be dated and forwarded to the full Board. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-7. - Community Advisory Committee Meeting and Public Hearing Notice.

The Minneapolis Park and Recreation Board shall create and maintain a notification process that addresses all community advisory committee meetings and public hearings for a project. This process shall require a ten (10) day notice of the first meeting in a newspaper of general circulation, of park councils and registered neighborhood groups and all owners of records of property located in whole or in part within three (3) city blocks of the project area. The notice shall comply with all other notice requirements of Minnesota's Open Meeting Law. Failure to give mailed notice to all affected parties, or defects in the notice, shall not invalidate the process or proceedings. (Pk. Bd. Ord. No. 99-1010, § 1, 9-15-99 ; Pk. Bd. Ord. No. 2011-103, § 1, 11-9-11)

PB11-8, PB11-9. - Reserved.

Editor's note— Pk. Bd. Ord. No. 2011-103, § 1, adopted November 9, 2011, repealed §§ PB11-8, PB11-9, which pertained to Full Park Board Hearing Notice and Public Hearing of Appeal. See also the Park Board Comparative Table.